The Bad Boy is back: Kocinski rides again!

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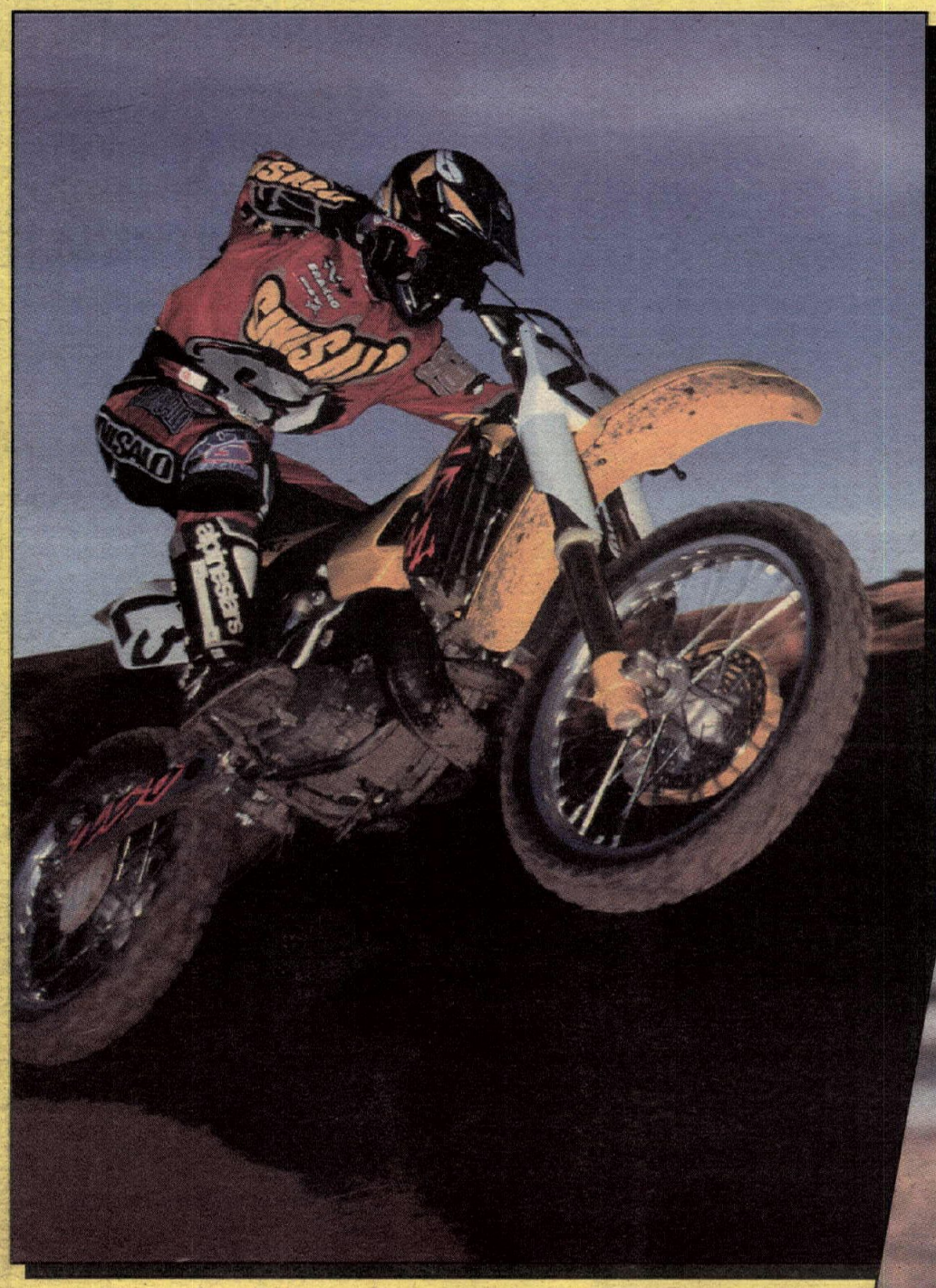
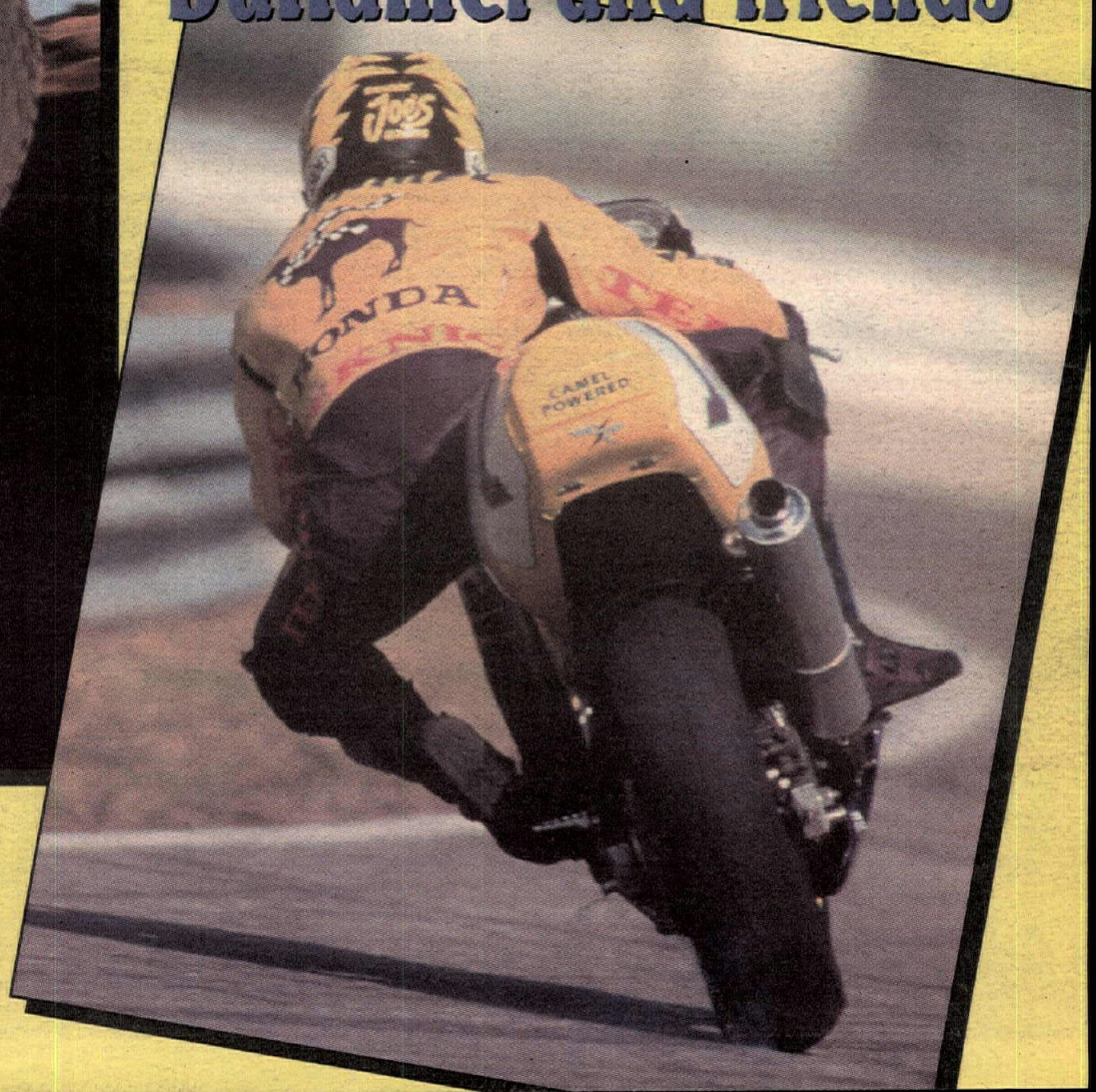


ABSOLUTELY, POSITIVELY WITHOUT A DOUBT FIRST TEST:

1996 Suzuki RM250

TIRE TESTING AT DAYTONA

Burnin' rubber with DuHamel and friends



TIME DATED MATERIAL MAILED DECEMBER 5, 1995

IN THE WIND

Three-time U.S. Supercross and two-time World Supercross Champion **Jeremy McGrath** (Hon) was the winner at the December 2 Genoa Supercross, held in Genoa, Italy. McGrath's teammate **Steve Lamson** (Hon) was second, while Eastern Regional 125cc Supercross Champion **Mickael Pichon** (Kaw) came home third. **Jeff Dement** (Hon) and **Larry Ward** (Yam) rounded out the top five.

Recently crowned Spanish National Trials Champion **Marc Colomer** (Mon) won the December 2 Girona Indoor Trial, held in Girona, Spain. British National Champion **Steve Colley** (G-G) was the runner-up, while seven-time World Champion **Jordi Tarres** (G-G) rounded out the top three. **Kenichi Kuroyama** (Bet) and **Joan Pons** (G-G) were fourth and fifth, respectively.

Jeromy Buehl (Kaw) won three out of four races during the two-night AMA PJ1 Arenacross Series, held in the MetroCentre in Rockford, Illinois, on December 1-2. On Friday, December 1, Buehl won both the 125 and 250cc Expert classes, topping Jimmy Gaddis (Kaw) and Todd DeHoop (Suz) in the 125cc class and Chad Pederson (Kaw) and Gaddis in the 250cc class. On Saturday night, December 2, Buehl topped Gaddis and Cliff Palmer (Suz) in the 250cc class and finished second behind Gaddis in the 125cc class; DeHoop was third. Buehl leads the championship point standings after three rounds, 197-192, over Gaddis.

Ty Davis (Kaw) scored the overall win at the U.S. Hare Scrambles Championship in Laughlin, Nevada, on December 2. The event marked the final round of the Casey Folks Best in the Desert Series. The runner-up was **Greg Zitterkopf** (Kaw), while **Jim Gray** (KTM), **Destry Abbott** (KTM) and **Scot Harden** (KTM) rounded out the top five overall.

Round four of the Mid-South Winter Hare Scrambles Series in Fordsville, Kentucky, on December 3, saw **Mike Morris** (Yam) take the overall win. **Doug Blackwell** (Yam) finished second, while former ISDE gold medalist **Aaron Hough** (Kaw), who, along with his brother Kurt, spends most of his time racing cars, finished third. Former National Enduro Champion **Terry Cunningham** (Kaw) finished fourth, while **Mike Sampson** (Yam) completed the top five.

In a surprise move, second-ranked U.S. Supercross Series rider **Larry Ward** signed a contract with the **Honda of Troy** team for 1996. Ward joins **Brian Swink**, **Mike Craig** and **Mike Brown** on the HoT squadron.

With Larry Ward's departure, the Noleen/Sizzler/Yamaha squad is left with only one rider, Ultracross Champion **Kyle Lewis**. Rumors have team owner Clark Jones wooing **Jimmy Button**, who spent the past season contesting the World Championship 125cc MX Series.

Team Magic Bike Yamaha rider **Bob Moore** will be on hand at the December 10 **SSC Winter Warm-Up Series** finale at Castaic Motocross Park in Castaic, California. The 1994 125cc World Champion will sign autographs and is also expected to compete in the Pro classes. In addition, Moore helped lay out the new outdoor section added to the normal stadium-style course. Once again, promoter Shane Trittler is offering a money back guarantee that the track will be one of the best around. For more information, call 805/294-0020.

Kirk McCarthy (Hon) wrapped up the 1995 Australian Superbike Championship in the final round of the series at Phillip Island on December 3. McCarthy finished behind **Martin Craggill** (Kaw) in the first race before ending the day with a second-place finish behind **Mat Mladin** (Kaw) in race two. Mladdin, who will race a Yoshimura Suzuki in the 1996 AMA Superbike National Championship, finished second in the series point standings.

KTM has finalized its motocross and off-road racing teams for 1996. **Ty Wallace** and **Kevin Crine** will head KTM's MX effort, while, in the off-road arena, **Nick Pearson** and **James Gray** will make up KTM's desert offensive. Pearson will compete in the 250cc class, and Gray will take on the 500cc class. Reigning Grand National Cross Country Champion **Scott Plessinger** has signed on for another year. **Jason Dahners** has also joined the team; he, as well as Plessinger, will compete in the AMA National Hare Scrambles and GNCC series. Also, **Mike Lafferty** will campaign the National Enduro circuit.

Riders who bring a can of non-perishable food to the December 10 **Racing Enterprises Christmas Grand Prix** at **Carlsbad Raceway** in Carlsbad, California, will receive extra raffle tickets for the post-race giveaways. Spectators may purchase raffle tickets. The Pro class will enjoy at least a 150-percent payback, and multi-time National and Supercross Champion Rick Johnson is expected to compete on the course which he helped lay out. For more information, call 619/484-1441.

Several dates in the **World Championship Trials Series** schedule have been **changed**. The German World Round will be held July 27-28, the Czech Republic World Round will be held July 27-28 and the Belgian World Round will be held August 17-18. In addition, the 1996 Trial des Nations, to be held in Sweden, has been rescheduled for August 31-September 1.

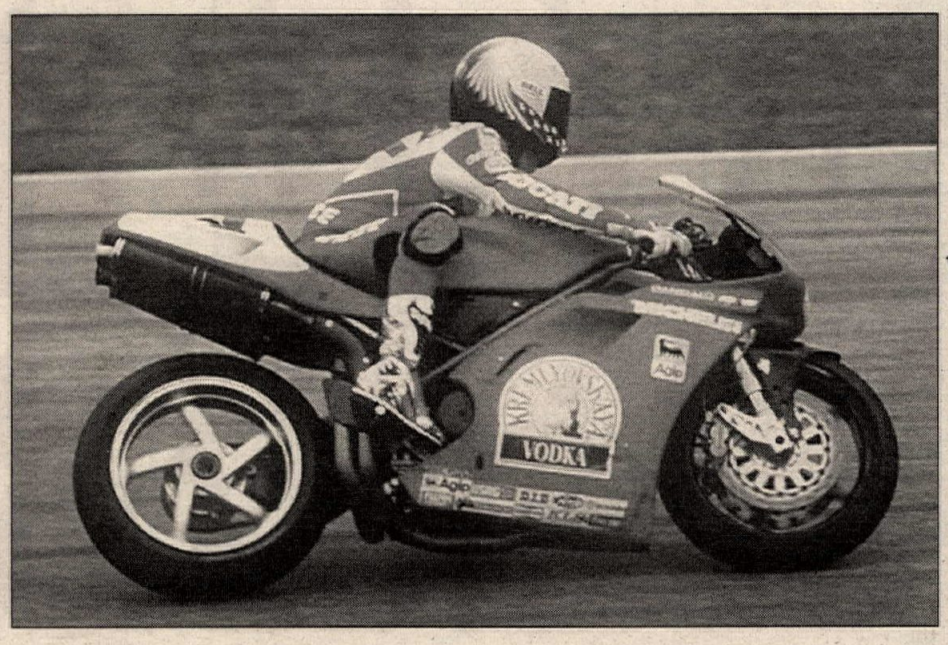
A **Thunder Cross of California** four-stroke MX series will be held in conjunction with this year's **GFI Winter Series**. Classes will be available for beginner, junior, intermediate and pro riders, with a 200-percent payback for the Pro class when there are at least seven riders. For more information, contact Mike Young Jr. at 909/603-2372.

There will be **no open practice** at **Rainbow II MX Park** on December 9, as the Over the Hill Gang will hold their final event of '95 at the facility. For more information, call 909/672-6811.

In a major victory for off-road motorcyclists, President Clinton signed the **National Highway System (NHS) Designation Act** into law on November 28. Contained within that huge transportation bill is language that will provide $30 million for the National Recreational Trails Trust Fund. The fund is designed to develop and maintain trails used by motorized-recreation enthusiasts and other recreational groups, according to the AMA. Sen. Dirk Kempthorne (R-Idaho) introduced the trails funding amendment to the highway system bill in the Senate Transportation and Infrastructure Subcommittee. The subcommittee approved the trails amendment unanimously, and Senate language approving the trails funding was subsequently incorporated into the final version of the bill signed by President Clinton. Late in 1991, the AMA and other groups representing the interests of trail users were successful in getting a bill passed that allowed the federal government to spend a portion of the gasoline taxes it receives from off-highway vehicles users to develop and maintain trails for motorized and non-motorized use. The original bill called for up to $30 million a year to go into this trail fund, but since then, the fund has received only a one-time appropriation of $7.5 million. The highway bill signed on November 28 by the President allocates $15 million in funding to the program in each of the next two months.

The National Highway System (NHS) Designation Act, which was just signed into law by President Clinton, also contains language that repeals the **federal helmet law** mandate. Previously, federal law had required states to enact mandatory helmet laws for all motorcyclists or face the prospect of having federal highway construction funds diverted. With the signing of the NHS Act, however, state legislatures are now free to decide on the merits of mandatory helmet laws without the undue pressure of federal coercion. Despite the federal government's efforts, only one state, Maryland, enacted a helmet law while the federal helmet mandates were in effect. State legislators had grown tired of the federal government's heavy-handed attempts to blackmail them into passing laws.

Nationally syndicated columnist **C.J. Mangen** has been named "Most Valued Person" by the AMA for 1995, according to a press release issued by Tribune Media Services. San Diego Union-Tribune columnist Mangen writes "Full



Kocinski rides again

Former 250cc World Champion John Kocinski rode a factory Ducati 916 for the first time during a top-secret test session at Misano in Italy on November 30 - but is there really any such thing as a secret test at Misano?

While still negotiating with HRC for a possible 250cc Grand Prix ride, and with Kenny Roberts, Yamaha and Marlboro for a possible return to 500cc GP racing, Kocinski agreed to test the factory Ducati as long as it remained a secret. Word quickly leaked that Kocinski was in Misano, and team manager Virginio Ferrari finally stopped denying the story on Friday - after photographers had taken photos of the Californian from uncompromising positions on the track wall.

Kocinski completed 25 laps on the Grand Prix track on Thursday, but cold temperatures combined with fog made for poor riding conditions. In similar conditions on Friday, Kocinski turned in 15 more laps and his best time was a 1:37.5 - some two seconds off the lap record set by Mauro Lucchiari during the Italian round of the World Superbike Series in May.

Still, Ferrari was pleased: "We had a very low temperature and the tires don't work absolutely in this conditions," the Italian said from his mobile phone. "John tested the Carl Fogarty bike arriving from the last World Superbike races in Australia. The engine wasn't overhauled. John asked to make this test to try our superbike and his first sensations is very good. We are enthusiasts of John. At the end of the second day he was very happy and he had very good words for Ducati and the mechanics. He also asked for pictures as a souvenir of these moments. John is a fantastic rider and a good guy; we worked for three years very well with Fogarty and I think we could work in the same way with John. I hope that he will accept our offer for the 1996 World Superbike Series."

On Friday evening, Kocinski and Ferrari drove from Misano to Varese, the home of the Cagiva Group headquarters, for a meeting with owner Claudio Castiglioni.

"We offer to John a very big opportunity to re-enter in the world scene after one sabbatic year: a winning bike, a very good team and... right money," Castiglioni said. "We consider Kocinski a top rider for World Superbike, and after the Fogarty departure we need to have a top rider. He was with Cagiva in 1994 and he knows our motivations and our mentality. We will do big effort to persuade him to sign the 1996 contract."

Ferrari's goal is to have his team solidified prior to the Michelin tire tests, which are scheduled for December 12-14. That may not be possible, however, as Kocinski has asked for two or three extra days. Reportedly, Kocinski will use the time to test the Marlboro Yamaha YZR500.

If Kocinski turns down Ducati's offer, the man many believe to be next on the list is Italian Loris Reggiani, the former Aprilia factory rider. Reggiani could prove to be a valuable asset for testing the new Cagiva F-4 and would provide the team with a veteran to go along with newcomer Neil Hodgson.

Paolo Gozzi

Throttle," which is syndicated by Tribune Media Services. A motorcyclist for 20 years and a journalist for 15, Mangen addresses a variety of motorcyclists' issues in the column, including vehicle reviews, travel and touring destinations, riding trends and interviews with professional and celebrity motorcyclists.

Laguna Seca Raceway in Monterey, California, will be closed in May and June of 1996 while it undergoes resurfacing work. In addition to the new surface, the track will be lengthened and reconfigured in turns nine, 10 and 11, making the circuit 2.138 miles in length. The paddock area will also be enlarged. The track will play host to an AMA Superbike National on April 26-28 and the World Superbike Series on July 19-21.

The date given to us by the AMA last week for the AMA Superbike National at the new **Metro-Dade Homestead** facility was incorrect. The race will be held on May 17-19 - not May 10-12 as reported in a previous issue.

The racing organization formerly known as the Mid-Atlantic Mini Road Racing Association (MAMRRA) has incorporated and will now be known as the **Eastern American Roadracing Association Inc. (EARA)**. After two seasons of racing at both Langley Speedway in Virginia and New Bloomfield Cart Track in Pennsylvania, EARA is in negotiation for two additional race tracks - one in Western Pennsylvania and one in Central Maryland. For more information, call 301/791-2046.

A three-hour motorcycle endurance ice race will be held on January 6 on Lake Koshkonong near Fort Atkinson, Wisconsin, to benefit long-time dirt tracker and ice racer **Steve Champine**. Champine was recently paralyzed in a fall from a tree while preparing tree stands for a deer hunt. Champine is married and has two young children. The AMA-sanctioned race will be held on a road-course style track and AMA ice screw and fonder rules will be in effect. For more information, call Gordon Lunde Sr. at 414/871-5682.

Television coverage of the **SCORE Baja 1000** will be aired by ESPN and ESPN2, beginning on December 16 with a one-hour show on ESPN. The show will air from 10 to 11 p.m. (Pacific Standard Time) on ESPN and again on December 18 from 4:30 to 5:30 p.m. on (Pacific Standard Time) on ESPN2.

The FIM has released some changes to its championship calendar. Notable changes include the **Motocross des Nations**, which will be held in Jerez, Spain, on September 22 and not September 15. The 500cc World MX Championship also gets a schedule change with the Irish Grand Prix scheduled for July 21 at Mount Vernon, Cork, rather than the original site of Ballykelly.

Chesterfield Aprilia team manager Carlo Pernat revealed the team's budget to *Cycle News* correspondent Daryl Flack during recent tests in Australia. The budget, including R&D, preseason testing and contesting three classes of the World Championship soaks up $20 million per season, Pernat said. "Sure, it's a big investment, but we wouldn't do it unless we were sure of the benefits it provides," Pernat said. "Aprilia has been successful over the last two years, thanks to Max Biaggi's two World Championships, and that has coincided with Aprilia's success in the showroom. In 1993, we produced 80,000 motorcycles and scooters. The factory forecast for 1996 is 200,000. That is a huge increase by anybody's measure." Aprilia is a privately owned company, headed by Ivan Beggio. Pernat said that Aprilia puts in $8-9 million of the $20 million budget, with the balance picked up by sponsors. Co-sponsor IP recently released a new two-stroke motor oil branded "Max," through its 1500 outlets. Biaggi was paid a reported $2 million to sign for the 1996 season.

Biaggi was joined at the Aprilia test in Australia by countryman **Doriano Romboni**, who recently signed a two-year contract with Aprilia to ride its 400cc V-twin in the 500cc World Championship. Romboni takes over for veteran Loris Reggiani. "We offered Loris half of his '95 contract amount, and although that might sound like a rough deal, it was still a lot of money," team manager Carlo Pernat said. "It would have been perfect for Reggiani to be involved for just one more year for me, but he said no. Still, the offer was there for him." There's a chance that Romboni may end up as the team's number-one 250cc rider. "We'll assess how the 400 project is going, how Romboni is going and Max Biaggi's contract situation," Pernat said. "He has only signed for one year, so if he is not with Aprilia for 1997, maybe we put Romboni on the 250. There are many things to consider before we reach that decision, though."

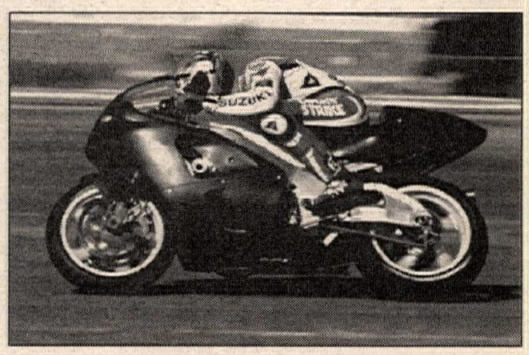
Australian **Garry McCoy** is one of seven riders who will be supplied with factory Aprilia 125s for next year's 125cc World Championship Road Race Series, according to Carlo Pernat. McCoy, who has had two stormy years of GP racing that nearly ended his GP future, will race for an Italian-based team. "Barry Sheene spoke to me about Garry's career, and after assessing the situation, we decided to supply him a bike," Pernat told *Cycle News* correspondent Darryl Flack. "Gary has had some bad luck, but now it's up to him. This will be his last chance." After exiting the ATTAC-AGV Aprilia team halfway through 1994 in a sea of turmoil, McCoy again fell victim to team politics when he was involved in a tug-of-war between 1995 crew chief Mario Rubatto and the team's physiotherapist, resulting in a fight between the two in a motorhome.

Bob Abel, 56, died November 29 in his hometown of Louisville, Kentucky, after he was diagnosed with cancer just a few months ago. He was heavily involved in the sport of off-road MX, hare scrambles and enduro. He and his brother, Bill, brought the National MX Series to Castle Point, Kentucky back in 1975 and '76. A former president of the Woodsman Motorcycle Club in Louisville, he most recently kick started the Saddleback East Motorcycle Club in Bedford, Kentucky. Abel is survived by his wife, two children, Rob and Kelly, and brother Bill.

Jason Milloy was crowned the inaugural Formula RD "World Champion" by virtue of his victory in the Formula RD "World Finals" on the Streets of Willow Springs in Rosamond, California, on November 26. Milloy, 25, of North Hollywood, California, posted first- and second-place finishes in the two-leg format to take the overall win.

The reason that the Suzuki GSXR750 ridden by **Scott Russell** during testing at Daytona International Speedway on December 3 (see Wind box) wasn't painted is because the team is still unsure as to whether or not Russell will race in the Daytona 200. The bike will either be painted in Suzuki's World Superbike team colors or, if Russell races, in Lucky Strike colors. Since the Lucky Strike paint job runs $800, the team felt it was better to leave them unpainted until a decision has been made. "When we test, we always test with plain fairings," Russell's crew chief Stuart Shenton said. "Unless there's a photo shoot." CN

Mr. Daytona and the GSXR750



The Yoshimura Suzuki team was joined at Daytona International Speedway by Suzuki's World Superbike team for a test session on December 3-4 - and the test included Lucky Strike Suzuki's Scott Russell, winner of three Daytona 200s.

Russell was enlisted by Suzuki's World Superbike effort to help in the testing of their new GSXR750 for its competition debut in the Daytona 200 on March 10.

"I'm just here to help the World Superbike team with their test," Russell said. "Sure, I'd like to win another Daytona 200 and be the only rider in the history of the race with four wins. I'd also like to add another Rolex to the other two I received for twice being fastest qualifier for the 200. I guess I'd like to do a lot of things."

The World Superbike squad, which is based in England, arrived with three still-in-the-crate models fresh from Japan.

"This is a totally new team and machine," said Lester Harris, team manager for World Superbike Team Suzuki. "This is the first time the guys have worked on the bike; it's really the first time our rider John Reynolds has seen the bike and, really, it's the first time we've all worked together. Suzuki told us we could utilize Scott Russell to help us set up the bike for Daytona and to help with the Michelin tire test because Michelin respect his judgment. Scott will help us when we come back to Daytona on December 12-13 for the second Michelin test. I feel it's a big help because of what Russell has done at Daytona in the past. He knows the track and he knows what it takes to win here."

Reynolds competed in the 1992 Daytona 200, but his time at the test was cut short by early-lap engine problems. The Brit and Russell will be joined in the December 12-13 test by Australian Kirk McCarthy, Reynolds' teammate for the 1996 World Superbike Series.

Biaggi tests in Oz

Despite unofficially smashing the 250cc lap record at Eastern Creek in Australia on November 28-30, defending World Champion Max Biaggi is still not 100-percent happy with the brand-new 1996 Aprilia 250. While testing the bike for the first time, Biaggi ran a stunning 1:31.7 and a string of flat 1:32s aboard the bike, which now features an integrated carbon-fiber swingarm/rear fender, a revised chassis and substantial changes to the engine.

"The times were okay, but I think pole for the Grand Prix at Eastern Creek will be a 1:31.0," Biaggi said. "The Aprilia has never been good here, so that is why I pushed for our first test session here. The bike is more stable through the fast corners and is easier to change direction, but we still have much work to do. We believe Yamaha is building a brand-new machine, a much better machine than before, so it's important that we work even harder to win our third consecutive title."

Eastern Creek was resurfaced following this year's season-opening Grand Prix in March, and Biaggi credits the work, rather than the updated Aprilia, for producing a time that would have placed him sixth on the 1995 500cc GP grid.

Biaggi said that the engine location on the new bike has been altered to bring much-needed stability to the bike, particularly under braking. Biaggi achieved his best times while using an experimental Dunlop 165/55-17 tire featuring a more rounded profile. "We've tried the 170 tire used on the 400 (Aprilia), but it just didn't work on the 250," a Dunlop tire technician said. "With this rounder 165, we believe we have the best of both worlds - a bigger, more consistent contact patch at any lean-angle rotation, but it's still narrow enough for a 250."

Biaggi will be the only rider in the Chesterfield Aprilia team, following the departure of Jean-Michel Bayle. It is believe that the former motocross and supercross star is endeavoring to organize a ride with Yamaha Motor France aboard a YZR500 with backing from Marlboro.

The 24-year-old Biaggi admitted in Australia that he had been approached to test drive a Formula One car, but declined the offer. "Yes, I was asked to test two Formula One cars from different teams a few months ago, but I thanked them for the opportunity and said no," Biaggi said. One of the teams was believed to have been the Italian Minardi team, though Biaggi wasn't telling.

Daryl Flack

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
Letters to the editor

Wanting San Jose

I am writing in concern about this year's AMA Supercross schedule leaving off the San Jose Supercross. Thousands of people were disappointed last year that there wasn't going to be a supercross, but a last-second change made thousands of people have a change of heart. Taking out the San Jose Supercross is like taking a pacifier from a baby. The riders love the crowd response and most of the time the racing is fast paced and fun.

I think they should add another Supercross and bring it back to the San Jose Stadium. I know people will be thankful.

Matthew Bernal
mbernal@odowd.pvt.k12.ca.us

Stephenson says...

This is a public letter to Bob Varsha and Art Eckman of MotoWorld, in response to their biased reporting of a post-race interview at the Des Moines Arenacross.

First, I'd like to give some facts. I've had some unfortunate luck in Arenacross, and this race was the one-year anniversary of me breaking my leg. Needless to say, I entered the weekend a little cautious.

Going into Saturday's mains, I was feeling confident that I had survived Friday's racing and was hoping for a win. After giving everything I had in a battle with local Chad Pederson, I pulled out the win in the 125cc main. What a feeling. I was really excited and happy for myself. And what did I receive for my hard work? As you could hear on MotoWorld, a very loud ovation of boos and finger gestures from the Iowa crowd.

Well, all I can say is that emotions run deep and I didn't appreciate or deserve to get booed. So all I said was, "If Chad's not upset with me, then ya'll can kiss my ass." No more, no less, nothing that couldn't be heard on regular TV. And as far as the fans go, I sat and signed autographs and talked to many kids and families for well over an hour after the races. I received nothing but kind words and many wished that they had the opportunity to say the same thing I had.

All I'm saying is that it all got blown way out of proportion by MotoWorld. And until what happened to me actually happens to you, don't sit behind your desk and pass judgment on me.

Denny Stephenson
Omaha, NE

B-to-V

Well, everyone should know by now that the Barstow-to-Vegas Hare and Hound desert race is back on for 1996. It will be held on the Saturday after Thanksgiving - as always.

I think we need to say some thanks to the people who fought so hard over the years to bring this great event back. Going as far as to get arrested at the Barstow-to-Vegas protest ride, and taking the BLM to court on several occasions and winning.

The people we should thank are Louis McKey (the Phantom Duck of the Desert) and Rick Sieman of Dirt Bike fame. These two are also known as the founding fathers of the Sahara Club. Also a thanks to the Desert Vipers M/C for putting on the ride for 1996. Give them a call on their Viperphone at 714/779-5313 to get on the 1996 B-to-V mailing list and show your support.

Jim Toering
San Jacinto, CA

According to our sources, no permit aplication has yet been submitted to the BLM, thus no permit has been granted to hold the B-to-V race next year...Editor.

Godspeed, Pop

The motorcycle community suffered a great loss on November 18 when James M. Skinner, known to many as "Pop," suffered a fatal heart attack. He was well known in British bike circles for his expertise with Triumphs and BSAs and owned and worked at Skinner's Motorcycles in Auburn, Alabama, since 1957. Up until his death, he was still actively repairing, restoring and riding British bikes and was building racing engines for me, his son, John Skinner.

Aside from motorcycles, "Pop" had an exciting military career, being a World War II and Korean War veteran, initially enlisted in the Army Air Corp. He received the Purple Heart and was a member of the Flying Tigers.

James Skinner will surely be missed by all who knew and loved him. The family would like to say thank you for the many wonderful people who have shown their concern.

John T. Skinner
Auburn, AL

What if?

What if World Supercross expanded its series to 20-25 races? What if some of those races overlapped with U.S. Supercross? What if the payouts were much greater than in the U.S.? What if fast privateers such as Larry Ward, Mike Craig and Brian Swink found it financially rewarding to race World Supercross instead of U.S. Supercross? What if McGrath, LaRocco and Emig were forced to race against Arenacross squids because they are contracted to race U.S. Supercross?

What if the promoters of U.S. Supercross (whatever they are calling themselves this week) had the number-two show instead of the best? What if the factories saw global sales advantages in World Supercross and put its yen there instead of here? What if motocross god Roger DeCoster thought World Supercross was the wave of the future?

What if the AMA pulled its head out of the sand before this happened?

Greg Finley
Winfield, KS

Live TV?

I just read about AMA Superbike racing being live on TV for 1996. It's great to see that somebody is trying to make the right moves to finally get live motorcycle road racing on TV. However, this is not going to work unless Prime Sports gets control of the format and schedules of the local networks they subcontract air time to.

Let me explain. For the last three years that Prime has been broadcasting motorcycle road racing, we have not seen about 70 percent of the races that have been included in local TV guides or scheduled by major publications including the AMA magazine and the sponsors of the series, Cycle World.

The level of frustration felt by local fans can only be imagined. After contacting the local channel in my area (ASPN), I was given the same reason I've been given for the last two years - ASPN doesn't have to adhere to the format of Prime Sports; they only broadcast what they feel is of interest to local viewers, and all of the ball games they broadcast instead of motorcycle racing are set up in a contract with local agencies well in advance.

So for the AMA and First Auto Sports Television (FAST) to claim they are going to have "live" motorcycle racing on TV... well, it sounds like a broken promise before it even happens.

I know that my area isn't the only one with this problem. Having had conversations with people from California and New York, I can only assume that the problem is widespread. I am hoping, and I think I speak for many fans out there, that somebody is listening so that they can do something to correct this sad state of affairs.

Jose Obando
Phoenix, AZ

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

INSIDE
Issue #49, December 13, 1995

FEATURES

MOTOCROSS
Florida Winter Olympics.....6

ROAD RACING
Dunlop Tire Test.....12

RACER TEST
Loris Reggiani's Aprilia RSV400.....16

TEST
1996 Suzuki RM250.....20

DEPARTMENTS

LEADERBOARD.....22
NEW PRODUCTS.....24
EVENTS.....26
CALENDAR.....32
WANT ADS.....36
GUEST EDITORIAL.....51
LOOKING BACK.....51

ON THE FRONT COVER

First test: 1996 Suzuki RM250. Photo by Joe Bonnello. Burnin' rubber at the Dunlop tire test in Daytona. Photo by Henny Ray Abrams. John Kocinski rides again in Italy. Photo by Paolo Gozzi.

MotoWorld®

MW2

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DECEMBER 1995 SCHEDULE ON ESPN

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Sunday	12/3	3:00-3:30am	& Monday	12/4	5:00-5:30pm
Sunday	12/10	3:00-3:30am	& Monday	12/11	5:00-5:30pm
Sunday	12/17	3:00-3:30am	& Monday	12/18	5:00-5:30pm
Sunday	12/24	3:00-3:30am	& Wednesday	12/27	5:00-5:30pm
Monday	1/1	1:30-2:00am	& Tuesday	1/2	5:00-5:30pm
PACIFIC TIME					
Sunday	12/3	12:00-12:30am	& Monday	12/4	2:00-2:30pm
Sunday	12/10	12:00-12:30am	& Monday	12/11	2:00-2:30pm
Sunday	12/17	12:00-12:30am	& Monday	12/18	2:00-2:30pm
Sunday	12/24	12:00-12:30am	& Wednesday	12/27	2:00-2:30pm
Sunday	12/31	10:30-11:00pm	& Tuesday	1/2	3:00-3:30pm

DECEMBER 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME				PACIFIC TIME	
Saturday	12/2	10:30-11:00am	& Saturday	12/2	7:30-8:00am
Saturday	12/9	10:30-11:00am	& Saturday	12/9	7:30-8:00am
Saturday	12/16	10:30-11:00am	& Saturday	12/16	7:30-8:00am
Saturday	12/23	10:30-11:00am	& Saturday	12/23	7:30-8:00am
Sunday	12/24	10:00-10:30am	& Sunday	12/24	7:00-7:30am
Saturday	12/30	10:30-11:00am	& Saturday	12/30	7:30-8:00am

The end of the year approaches, and with it comes yet another landmark for MotoWorld on ESPN. For eleven years MotoWorld has brought you feature oriented coverage of the best two-wheel racing known to man.

This month we will bring you the ever popular road racing roundtable and enough action-packed highlights to warm even the Grinch's cold winter heart.

But the biggest one under the tree in this holiday season is the Year in Review. Join us for a look back at the highs and lows of *1995*.

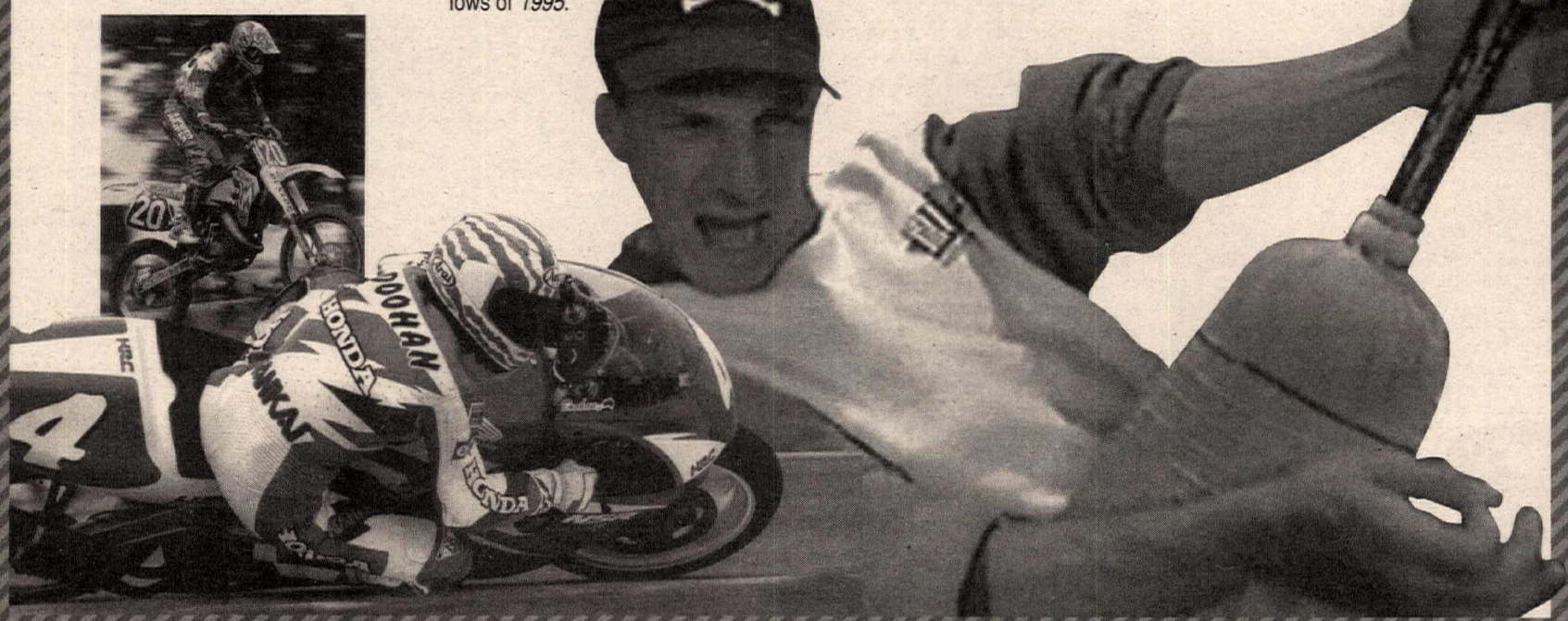
Ho, Ho, Ho and all that jazz.

Jerry's stretched the budget to the wire with all his fancy-schmancy little dual sport rides, so polish up your old porridge bowls and prepare for a long hard winter.

O.K. it's not all that bad. Miguel DuHamel will drop by for a chat, and we will get a warm and fuzzy recap of all those budget-busting dual sport rides. It's just that, well, we were all hoping for a new bike under the tree this year.

DECEMBER 1995 SCHEDULE ON ESPN2

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Sunday	12/10	7:30-8:00pm	& Monday	12/18	2:30-3:00am
Sunday	12/24	5:30-6:00pm	& Tuesday	12/26	1:30-2:00am
PACIFIC TIME					
Sunday	12/10	4:30-5:00pm	& Sunday	12/17	11:30-12:00am
Sunday	12/24	2:30-3:00pm	& Monday	12/25	10:30-11:00pm



U.S. Supercross Series

DECEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Irving, TX	Sun	12/24 10:30-11:30am	& Sun	12/24	7:30-8:30am

AMA Motocross Series

1995 SCHEDULE ON ESPN

EASTERN TIME	PACIFIC TIME
Coming in January	

DECEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
125cc Series Season in Review	Sun	12/24 9:00-10:00am	& Sun	12/24	6:00-7:00am

World Grand Prix Series

DECEMBER 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
GP of Catalunya	Sun	12/10 3:30-4:30pm	& Sun	12/10	12:30-1:30pm
World GP Motorcycle Series 125/200cc	Sat	12/23 2:00-3:00pm	& Sat	12/23	11:00-12:00pm
500cc Rear View	Sun	12/31 4:00-5:00pm	& Sun	12/31	1:00-2:00pm

DECEMBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
GP of Argentina	Sun	12/3 10:00-11:00am	& Sun	12/3	7:00-8:00am
GP of Catalunya	Sun	12/31 8:30-9:30am	& Sun	12/31	5:30-6:30am
500cc Rear View	Sat	12/2 1:00-2:00pm	& Sat	12/2	10:00-11:00am
	Wed	12/13 1:00-2:00am	& Tues	12/12	10:00-11:00 pm

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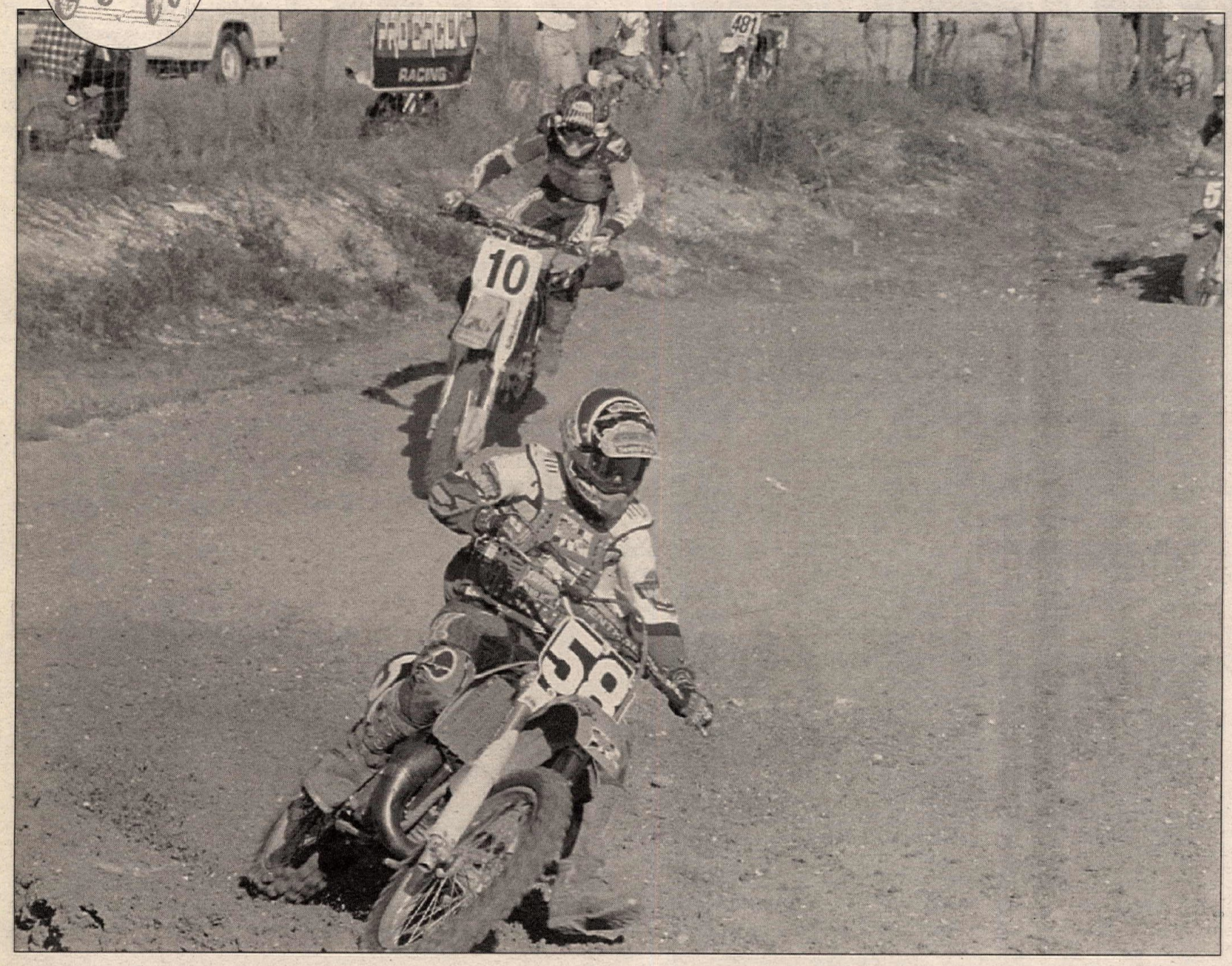


Kawasaki Team Green rider Casey Johnson (58) was the top-finishing Expert-class racer at the Winter Olympics. Here, he leads Suzuki's Charley Bogard (10).

Gold rush

By Mike and Anne Adair

GAINESVILLE, FL, NOV. 20-25

Casey Johnson won the overall Expert Championship at the 24th Annual Winter National Olympics the hard way. Johnson failed to place in the opening TT event, but gained momentum daily to eventually score wins in the remaining supercross, motocross and grand prix events to clinch the Dunlop Silver Tire Award.

The highly competitive Expert class featured eight different class winners over the six days of competition.

"I almost lost it in the 125cc Grand Prix race," Johnson said. "My rear wheel came loose and a pit stop to fix it took me out of the points in that race."

Johnson took the pressure in stride and moved up through the pack to win the final 250cc Expert event.

Costa Rica's Ernesto Fonseca swept every event in the 85cc (14-15) class and scored wins in the 125cc (12-15) division to earn the new Arai Helmet Award for highest points of any rider. Fonseca also won the AXO Bronze Boot award for highest performance in the amateur divisions.

"It is difficult coming from another country and competing here but I had a lot of help," Fonseca said. "Beach Sport Cycle Yamaha Racing and Pro Circuit set up bikes for me and helped me all week to keep them running fast."

Over 40-class rider Johnny Borders was the second rider to earn a perfect score, winning every event. Fellow senior competitor Barry Mayo, who was a consistent runner-up to Borders, joked, "Borders rides too fast to be a Senior. He needs to be back in the Expert classes."

Tommy Harrison, who competed in the 125cc C division, received the most points in the amateur ranks. "This is my first National ever," said Harrison. "I had a lot of fun. I have never been to an event that offers as much diversity and good competition as this one."

KTM America's Mike Lacrone presented a pair of KTM 50s to Ricky Renner and Jake Griffis. Lacrone said, "KTM wants to show support for our stars of the future, and these two have earned top points in their stock classes."

"It is wonderful to see the second generation of racers coming here," said promoter Bill West. "Sons and daughters of former riders Johnny Borders, Mark Barnett, Donnie Hansen, John Lundy and Tony Summey are competing this year. I think that participating with your child in racing gives you a chance to get to know them better and to teach them some important lessons about life."

The Ricky Joseph Sportsmanship award went to Joel Strawn from Wiggins, Mississippi. Announcer Mark Banger said, "Strawn not only provides and maintains his son's bikes, but he cooks, and babysits a two-year-old at the same time."

A special Worldsports Star Of The Future Award was presented to Chase Borders.

The World Sport-promoted event drew nearly 3500 entries, representing 38 states and eight countries.

TT

Of all the event categories at the Winter Olympics, the TT is the most simple and straightforward. Get a good start and stay out of trouble, and cling to those points. The course is smooth, and the checkered flag appears so fast that there is barely time to sneeze. Expert riders Robbie Horton, Anthony Pocorobba and Johnson took class wins, but Jeff Willoh, Brock Sellards, Charlie Bogard, Casey Lytle, and J.D. Collins established their claim to the future gold as well.

Willoh, in his first competition after switching to Honda, led the 125cc A Stock final, flag-to-flag. Anthony Paggio passed Brock Sellards at the halfway mark to win the 125cc A Modified final.

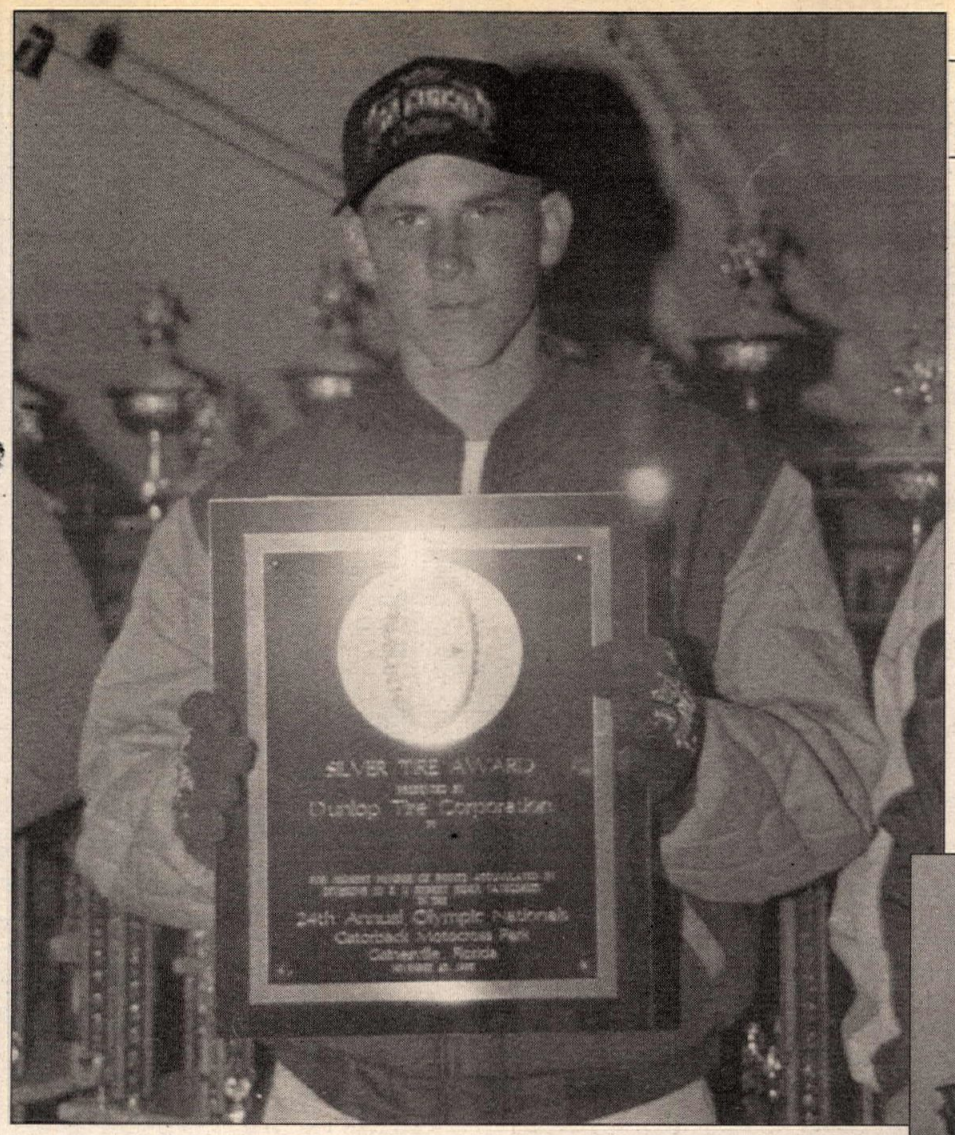
"I had to be careful," said Paggio. "It was slippery and their were a lot of holes. Hey, those rocks hurt."

Robbie Horton and Johnson each led the 250cc final from start to end.

In 50cc (4-6) Modified competition, Ricky Renner started his gold quest with a victory. Davi Milsaps zapped both 50cc (7-8) finals. "I got two holeshots, but I know Jake Griffis and Andrew Matusek were pushing me hard," said Milsaps.

Edgardo Rojas began his eventual 65cc (7-11) sweep with a pair of victories.

"Since racing here last year, I found that it was important to learn English in school," he said. "My sponsor, Moto Import, placed me in an American



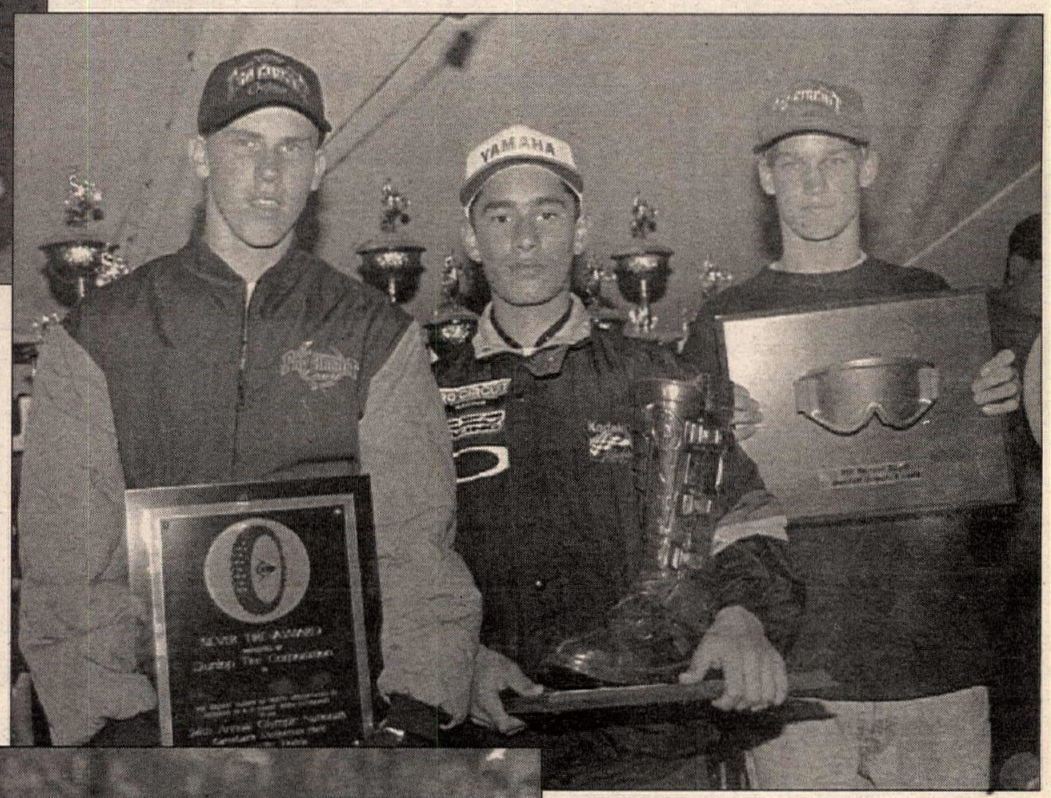
school, and I can talk with the American riders now."

James Stewart and Chase Reed each claimed a 85cc (7-11) victory.

"In the modified final, I collided with another rider in the tunnel and may have broken two fingers," Stewart said.

In 85cc (12-13) action, Brandon Jesseman and Bryan McGavran were the stars, each winning a final. Fonseca led Danny Carlson all the way to the 85cc (14-15) Stock final and then erased Carson's holeshot to ace the modified contest as well.

(Above) Casey Johnson was awarded the Dunlop Silver Tire Award for being the top-finishing Expert.
(Right) Other award winners included Ernesto Fonseca (middle), who won the Axo Bronze Boot Award for being the most successful Youth-class racer, and Scott USA Golden Goggle Award winner Tommy Harrison, who was the top amateur racer.
(Below) Gio Tedesco (29) and Travis Pastrana (199) battle for position in the 85cc class.



SUPERCROSS

If Mark Barnett loves to ride anything more than a motorcycle, it is a bulldozer. Barnett artfully carved a most intricate and technical supercross track that was the immediate favorite of the riders. The track provided the ultimate passing lanes and Barnett-style whoops.

Johnson rolled to three Expert-class wins.

"I had my toughest time in the 250 modified final. I bumped the gate in the start and was last into the first turn," said Johnson.

Kenny Jones led the first two laps and bailed, then Casey Lytle controlled the next six laps. Johnson said, "I caught up to Lytle and when he singled the tunnel jump, I doubled alongside and used a block pass for the win."

Chase Reed took over the 85cc (7-11) point chase with a sweep of both finals. Reed took the lead and eventual win from Ben Riddle in a close Stock final.

Justin Buckelew and Jeff Gibson shook up the points in the 85cc (12-13) division with class wins. Buckelew trailed Gibson in a close Stock race. "Donnie Hansen has helped a lot with my riding technique, said Gibson. "

Fonseca rolled on in the 85cc (14-15) class. Matt Walker, Fonseca's closest competition, said, "I twisted an ankle in a qualifier and cannot match Ernesto's speed today."

Chuck Wicker, who is closer to 60 than the Over 50 class he rides in, had the crowd with him. Wicker said, "Terrell Welborn always beats me. But I wore him down today and passed him for the win."

MOTOCROSS

Motocross is by far the most anticipated of all the "Olympic" events. Riders love the National Circuit at Gator-back park. Expert rider Johnson said, "One of the reasons to come to Florida is that I love this motocross track. I look forward to competing here as a pro in the National someday."

Charlie Bogard won the first 125cc A moto and owned most of the the second. "I had a seven-second lead over (Anthony) Pocorobba, but he rode strong and caught me on the last lap," said Bogard.

Pocorobba added, "The starter threw the white flag twice. Lucky for me the second one counted."

Johnson won the 125cc A Modified class and backed it up with a 250cc A Stock-class win. "The second 125cc Modified race moto was the closest," he said. "I had the lead, laid it down , struggled back from fourth and caught up to Perolio and J.D. Collins. Perolio jumped a berm and took Collins out. I slid by on the inside to take the win."

Lytle overcame 250cc Modified-class moto wins by Johnson and Pocorobba to earn the overall.

Brandon Jesseman and Justin Buckelew scored the 85cc (12-13) wins. Buckelew said, "I am amazed to be riding at all. In my qualifier I crashed off the pit lip and dislocated my shoulder. It popped back in when the EMT's picked me up. It hurts but I can ride with it."

Fonseca and BSY teammate Walker finished 1-2 in both 85cc (14-15) classes. "We had the best race in the second stock moto," said Fonseca. "There were several guys ahead of us."

Gainesville, Florida

(Left) Shae Bentley (12) leads Ernesto Fonseca (69) in the 125cc 12- to 15-year-old class. (Below) Travis Pastrana and another mini rider tangled in one of the supercross races and went down in a pitiful heap.

(Left) A Le Mans-style start was used on Grand Prix day.

Fonseca, Bentley, Nicholas Wey, Mark Burkhart, Travis Pastrana, and Jason Thomas competed hard for the 125cc (12-15) points. Moto wins went to Bentley and Burkhart, overalls to Bentley and Fonseca.

GRAND PRIX

The Grand Prix event is the ideal champion maker, for it combines segments of the TT, supercross and motocross circuits with a wild ride in the woods. Not only are a rider's skills tested, but with 30-minute heats, endurance counts as well. Riders were blessed with a cool, cloudy day for the final event. By the end of the day three Costa Rican riders would earn championships: Alex Viquez, Eduado Rojas and Fonseca. Kodak team manager Carlos Aries provides bikes, transportation, lodging and expenses for his five-rider team.

The 125cc A race finally gave Shaun Perolio his first win. Perolio said, "Charlie Bogard and I were slow starting and came through the pack together. I picked up the lead and felt good, when I overran a turn, went over the bars and my face guard kissed the tree. I remounted and thought Bogard would catch me, but I held the lead." Johnson was knocked out of the 125cc points when a rear axle came loose.

But Johnson secured his Championship in the 250cc A race, coming back from fifth at the end of lap one to lead the final lap ahead of Sellards and Bogard.

Jake Griffis stormed back to third in the 51cc (7-8) final behind Davi Milsaps and Andrew Matusek. Griffis said, "I wanted that KTM prize and picked enough points to win the Stock overall."

Alex Viquez topped the Stock and Modified point totals for the Olympiad championship.

After sweeping every event, 85cc (7-11) Champion Rojas said, "My sponsor, Jose Ferraro, brought me here from Costa Rica as his only rider and I was glad that I could win."

Wey and Bentley ended their week-long 125cc (12-15) battle, joined by Fonseca and Pastrana. Wey led all the way, with Bentley on his fender and never far behind.

"Wey was riding hard, but I was on a stock bike and I wore myself out trying to pass him," Bentley said.

24th Annual Florida Winter Olympics
Gainesville, Florida
Results: November 20-25, 1995

TT

125 A STK: 1. Jeff Willoh (Hon); 2. Jeff Yentzer (Kaw); 3. Brock Sellards (Kaw); 4. Robbie Horton (Kaw); 5. J.D. Collins (Kaw).

125 A MOD: 1. Anthony Pocorobba (Suz); 2. Brock Sellards (Kaw); 3. Robbie Horton (Kaw); 4. Shaun Perolio (Kaw); 5. Adam Johnson (Hon).

250/500 A STK: 1. Robbie Horton (Kaw); 2. Jeff Willoh (Hon); 3. Brock Sellards (Kaw); 4. Jeff Yentzer (Kaw); 5. Casey Johnson (Kaw).

250/500 A MOD: 1. Casey Johnson (Kaw); 2. Brock Sellards (Kaw); 3. Robbie Horton (Kaw); 4. Jeff Willoh (Hon); 5. Anthony Pocorobba (Suz).

P/W (4-6) STK: 1. Reed Crane (KTM); 2. Justin Sipes (KTM); 3. Ricky Rennner (KTM); 4. Wang Wang Haynes (Yam); 5. Daniel Iyautey (KTM).

P/W (4-6) MOD: 1. Ricky Renner (KTM); 2. Daniel Lyautey (KTM); 3. Bradley Graham (LEM); 4. Larry Partin (LEM); 5. Tony Rhonelli (KTM).

P/W (7-8) STK: 1. Davi Milsaps (Kaw); 2. Jake Griffis (Cob); 3. Alex Viquez (Cob); 4. Nicholas Evennou (Cob); 5. Wayne Dennis (Cob).

P/W (7-8) MOD: 1. Davi Milsaps (Kaw); 2. Alex Viquez (Yam); 3. Joshua Moritz (LEM); 4. Jake Griffis (Cob); 5. Andrew Matusek (LEM).

65 (7-11) STK: 1. Nathan Davenport (Kaw); 2. Edgardo Rojas (Kaw); 3. Luke Benzendahl (Kaw); 4. Derek Burlew (Kaw); 5. Kevin Stone (Kaw).

65 (7-11) MOD: 1. Edgardo Rojas (Kaw); 2. Nathan Davenport (Kaw); 3. Bradley Ripple (Kaw); 4. Joshua Hansen (Kaw); 5. Derek Sturgell (Kaw).

85 (7-11) STK: 1. James Stewart (Kaw); 2. Gene Stull (Suz); 3. Chase Reed (Kaw); 4. Ben Riddle (Kaw); 5. Chad Albritton (Hon).

85 (7-11) MOD: 1. Chase Reed (Kaw); 2. Ben Riddle (Kaw); 3. Gene Stull (Suz); 4. Joshua Summey (Kaw); 5. Robby Shinn (Hon).

85 (12-13) STK: 1. Branden Jesseman (Suz); 2. Beau Boynton (Kaw); 3. Chad Johnson (Suz); 4. Ivan Tedesco (Kaw); 5. Jeff Gibson (Kaw).

85 (12-13) MOD: 1. Bryan McGavran (Hon); 2. Justin Buckelew (Yam); 3. Martin Carderas (Yam); 4. Branden Jesseman (Suz); 5. Jeff Gibson (Kaw).

85 (14-15) STK: 1. Ernesto Fonseca (Yam); 2. Danny Carlson (Hon); 3. Travis Elliott (Kaw); 4. August Lausberg (Kaw); 5. Brad anderson (Hon).

85 (14-16) MOD: 1. Ernesto Fonseca (Yam); 2. Danny Carlson (Hon); 3. Jessie Ballard (Hon); 4. Randy Valade (Kaw); 5. Brad Anderson (Hon).

125 (12-15) STK: 1. Ernesto Fonseca (Yam); 2. Nicholas Wey (Kaw); 3. Mark Burnhart (Hon); 4. Shae Bentley (Kaw); 5. Travis Riley (Kaw).

125 (12-15) MOD: 1. Shae Bentley (Kaw); 2. Ernesto Fonseca (Yam); 3. Nicholas Wey (Kaw); 4. Jason Thomas (Hon); 5. Travis Pastrana (Suz).

25+: 1. Ricky Palmer (Hon); 2. Billy Wood (Yam); 3. Alan Bell (Kaw); 4. Troy Assemany (Hon); 5. Mark Guy (Yam).

30+: 1. Brian Manley (Yam); 2. Ricky Palmer (Hon); 3. Billy Wood (Yam); 4. Mark Guy (Yam); 5. Sean Hackley (Kaw).

35+: 1. Bary Mayo (KTM): 2. Dave Bowman (Suz); 3. Drew Justice (Yam); 4. Terry Chumbley (KTM): 5. Daniel Crawford (Yam).

40+: 1. Johnny Borders (Kaw); 2. Barry Mayo (KTM); 3. Paul Dziquanoski (Hon); 4. Tom Fogg (Kaw); 5. Joe Steidl (Hon).

50+: 1. Terrell (Suz); 2. Charles Wicker (Kaw); 3. Ted Shortridge (Hon).

125 B STK: 1. Ryan Voase (Suz); 2. Ronnie Renner (Yam); 3. Charles Dunaway (Kaw); 4. Shae Bentley (Kaw); 5. Cristian Leon (Yam).

125 B MOD: 1. Shae Bentley (Kaw); 2. Ryan Voase (Suz); 3. Cristian Leon (Yam); 4. Jeremy Booher (Kaw); 5. Ronnie Renner (Yam).

250 B STK: 1. Cristian Leon (Yam); 2. Jason Thomas (Hon); 3. Jose Arce (Hon); 4. Charles Dunaway (Kaw); 5. Ryan Haines (Hon).

Guillen (Kaw); 3. Joshua Hansen (Kaw); 4. Jorge Gonzales (Kaw); 5. Nicholas Adams (Kaw).

85 (7-11) STK: 1. Chase Reed (Kaw); 2. Ben Riddle (Kaw); 3. Derek Gerdes (Kaw); 4. Chad Albritton (Hon); 5. Kyle Williams (Suz).

85 (7-11) MOD: 1. Chase Reed (Kaw); 2. Joshua Summey (Kaw); 3. Riddle (Kaw); 4. Derek Gerdes (Kaw); 5. James Stewart (Kaw).

85 (12-13) STK: 1. Jeff Gibson (Kaw); 2. Justin Buckelew (Yam); 3. Chad Johnson (Suz); 4. Robert Farnell (Yam); 5. Bryan McGavran (Hon).

85 (12-13) MOD: 1. Juston Buckelew (Yam); 2. Bryan McGavran (Hon); 3. Jeff Gibson (Kaw); 4. Ian Tedesco (Kaw); 5. Oscar Medrano (Kaw).

85 (14-15) STK: 1. Ernesto Fonseca (Yam); 2. Randy Valade (Kaw); 3. Brandon Bartz (Yam); 4. Aaron Day (Kaw); 5. Ben McCarthy (Kaw).

85 (14-15) MOD: 1. Ernesto Fonseca (Yam); 2. Travis Elliott (Kaw); 3. Brandon Bartz (Yam); 4. Aaron Day (Kaw); 5. Ben McCarthy (Kaw).

125 (12-15) STK: 1. Shae Bentley (Kaw); 2. Nicholas Wey (Kaw); 3. Ernesto Fonseca (Yam); 4. Travis Pastrana (Suz); 5. Jason Thomas (Hon).

125 (12-15) MOD: 1. Nicholas Wey (Kaw); 2. Ernesto Fonseca (Yam); 3. Shae Bentley (Kaw); 4. Jason Thomas (Hon); 5. Mark Burkhart (Hon).

25+: 1. Ricky Palmer (Hon); 2. John Lundy (Suz); 3. Mark Guy (Yam); 4. Troy Assemany (Hon); 5. Steve Hensley (Hon).

30+: 1. Brian Manley (Yam); 2. Ricky Palmer (Hon); 3. Joe Don Jordan (Kaw); 4. Mark Guy (Yam); 5. John Lundy (Suz).

35+: 1. John Lundy (Suz); 2. Thomas Dretzka (Kaw); 3. Scott Currie (Hon); 4. Terry Chumbley (KTM); 5. Cark Vargo (Hon).

(Right) Costa Rican Eduardo Rojas was the 85cc 7- to 11-year-old-class champion. (Below) Ivan Tedesco (80) leads Branden Jesseman (775) and the rest of the 85cc 12- to 13-year-old-class off the line.

250 B MOD: 1. Cristian Leon (Yam); 2. Jason Thomas (Hon); 3. Jerry Aleman (Yam); 4. Jose Arce (Hon); 5. Charles Dunaway (Kaw).

125 C STK: 1. Jon Stewart (Yam); 2. Tommy Harrison (Suz); 3. Billy Hlebak (Suz); 4. Jason Branson (Suz); 5. Roger Thayer (Kaw).

125 C MOD: 1. Ito Posca (Kaw); 2. Tommy Harrison (Suz); 3. Joshua Capps (Kaw); 4. Bill Hlebak (Suz); 5. Adam Smith (Hon).

250 C STK: 1. Jon Stewart (Yam); 2. Sheldon McVay (Kaw); 3. Robert Stevenson (KTM); 4. Robby Muller (Hon); 5. Lucas Ochoa (Hon).

250 C MOD: 1. Sheldon McVay (Kaw); 2. Blake Miffit (Kaw); 3. Roger Thayer (Kaw); 4. Charles Satcher (Hon); 5. Ryan MacNeal (Hon).

Supercross

125 A STK:1. Brock Sellards (Kaw); 2. Casey Johnson (Kaw); 3. Shaul Perolio (Kaw); 4. Jeff Willoh (Hon); 5. Richie Horton (Kaw).

125 A MOD: 1. Casey Johnson (Kaw); 2. Brock Sellards (Kaw); 3. Casey Lytle (Hon); 4. Jeff Willoh (Hon); 5. Charley Bogard (Suz).

250/500 A STK: 1. Casey Johnson (Kaw); 2. Brock Sellards (Kaw); 3. Cory Bauder (Kaw); 4. Casey Lytle (Hon); 5. Jeff Willoh (Hon).

250/500 A MOD: 1. Casey Johnson (Kaw); 2. Casey Lytle (Hon); 3. Jeff Willoh (Hon); 4. Brock Sellards (Kaw); 5. Anthony Pocorobba (Suz).

P/W (4-6) STK: 1. Reed Crane (KTM); 2. Justin Sipes (KTM); 3. Ricky Reener (KTM): 4. Daniel Iyautey (KTM); 5. Wang Wang Haynes (Yam).

P/W (4-6) MOD: 1. Ricky Reener (KTM); 2. Bradley Graham (LEM); 3. Carlos Castillo (LEM); 4. Larry Partin (LEM); 5. Daniel Lyautey (KTM).

P/W (7-8) STK: 1. Wayne Dennis (Cob); 2. Jake Griffis (Cob); 3. Nicholas Évennou (Cob) 4. Kyle Orr (LEM); 5. Jeff Lucido (Cob).

P/W (7-8) MOD: 1. Andrew Matusek (LEM); 2. Jake Griffis (Cob); 3. Alex Viquez (Cob); 4. Ronald Kendall (Cob); 5. Jeff Lucido (Cob).

65 (7-11) STK: 1. Edgardo Rojas (Kaw); 2. Joshua Hansen (Kaw); 3. Rafael Guillen (Kaw); 4. Nicholas Adams (Kaw); 5. Derek Burlew (Kaw).

65 (7-11) MOD: 1. Edgardo Rojas (Kaw); 2. Rafael

40+: 1. Johnny Borders (Kaw); 2. Barry Mayo (KTM); 3. Tom Fogg (Kaw); 4. Paul Dziquanowski (Kaw); 5. William Hagar (Hon).

50+: 1. Charles Wicker (Kaw); 2. Terrell Welborn (Suz); 3. Ted Shortridge (Hon).

125 B STK: 1. Shae Bentley (Kaw); 2. Paul Carpeter (Kaw); 3. Charles Dunaway (Kaw); 4. Jake Morris (Kaw); 5. Cristian Leon (Yam).

250 B STK: 1. Charles Dunaway (Kaw); 2. Brandon Roberts (Kaw); 3. Jason Thomas (Hon); 4. Jerry Aleman (Yam); 5. Keith Johnson (Yam).

250 B MOD: 1. Charles Dunaway (Kaw); 2. Jason Thomas (Hon); 3. Cristian Leon (Yam); 4. Jerry Aleman (Yam); 5. Jacob Dombrowsky (Suz).

125 C STK: 1. Tommy Harrison (Suz); 2. Jon Stewart (Yam); 3. Jonathan Barber (Suz); 4. Duston Keuntjes (Hon); 5. Rod Bell (Kaw).

125 C MOD: 1. Tommy Harrison (Suz); 2. Ito Posca (Kaw); 3. Joshua Capps (Kaw); 4. Gregory Oswald (Yam); 5. Rob Bell (Kaw).

250 C STK: 1. Jon Stewart (Yam); 2. Bobby Muller (Hon); 3. Reggie Pelt (Hon); 4. Sheldon McVay (Kaw); 5. Lucas Ochoa (Hon).

250 C MOD: 1. Jon Stewart (Yam); 2. Roger Theyer (Kaw); 3. Blake Moffitt (Kaw); 4. Sheldon McVay (Kaw); 5. Ryan MacNeal (Hon).

Motocross

125 A STK: 1. Anthony Pocorobba (Suz); 2. Charlie Bogard (Suz); 3. Robbie Horton (Kaw); 4. Casey Johnson (Kaw); 5. Rikki Priest (Kaw).

125 A MOD: 1. Casey Johnson (Kaw); 2. Brock Sellards (Kaw); 3. Brian Manley (Yam); 4. Anthony Pocorobba (Suz); 5. Charlie Bogard (Suz).

250 A STK: 1. Casey Johnson (Kaw); 2. Casey Lytle (Hon); 4. Jeff Yentzer (Kaw); 5. Ryan Clark (Suz).

250 A MOD: 1. Casey Lytle (Hon); 2. Charlie Bogard (Suz); 3. Ryan Clark (Suz); 4. Anthony Pocorobba (Suz); 5. J.D. Collins (Kaw).

P/W STK (4-6): 1. Ricky Reener (KTM); 2. Justin Sipes (KTM); 3. Reed Crane (KTM); 4. Daniel Wey (KTM); 5. Daniel Iyautey (KTM).

P/W MOD (4-6): 1. Justin Sipes (KTM); 2. Ricky Reener (KTM); 3. Daniel Lyautey (KTM); 4. Bradley Graham (LEM); 5. Larry Partin (LEM).

P/W STK (7-8): 1. Davi Milsaps (Kaw); 2. Alex

Viquez (Cob); 3. Wayne Dennis (Cob); 4. Jake Griffis (Cob); 5. Kyle Orr (Cob).

P/W MOD (7-8): 1. Alex Viquez (Cob); 2. Wayne Dennis (Cob); 3. Davi Millsaps (Kaw); 4. Nicholas Evennou (Cob); 5. Andrew Matusek (LEM).

65 STK (7-11): 1. Edgardo Rojas (Kaw); 2. Rafael Guillen (Kaw); 3. Nicholas Adams (Kaw); 4. Kevin Stone (Kaw); 5. Nathan Davenport (Kaw).

65 MOD (7-11): 1. Edgardo Rojas (Kaw); 2. Joshua Hansen (Kaw); 3. Rafael Guillen (Kaw); 4. Nathan Davenport (Kaw); 5. Jorge Gonzalez (Kaw).

80 STK (7-11): 1. Chase Reed (Kaw); 2. Ben Riddle (Kaw); 3. Joshua Summey (Kaw); 4. Billy Macenzie (Kaw); 5. Derek Gerdes (Kaw).

85 MOD (7-11): 1. Chase Reed (Kaw); 2. Billy Mackenzie (Kaw); 3. Joshua Summey (Kaw); 4. James Stewart (Kaw); 5. Ben Riddle (Kaw).

85 STK (12-13): 1. Branden Jesseman (Suz); 2. Ivan Tedesco (Kaw); 3. Bryan McGavan (Hon); 4. Kyle Farnell (Yam); 5. Aaron Lindsey (Kaw).

85 MOD (12-13): 1. Justin Buckelew (Yam); 2. Branden Jesseman (Suz); 3. Ivan Tedesco (Kaw); 4. Joshua Woods (Kaw); 5. Chad Johnson (Suz).

85 STK (14-15): 1. Ernesto Fonseca (Yam); 2. Matt Walker (Yam); 3. August Lausberg (Kaw); 4. Danny Carlson (Hon); 5. Travis Elliott (Kaw).

85 MOD (14-15): 1. Ernesto Fonseca (Yam); 2. Matt Walker (Yam); 3. Danny Carlson (Hon); 4. Travis Elliott (Kaw); 5. Aaron Day (Kaw).

125 STK (14-15): 1. Ernesto Fonseca (Yam); 2. Nicholas Wey (Kaw); 3. Jason Thomas (Hon); 4. Mark Burkhart (Hon); 5. Shae Bentley (Kaw).

125 MOD (14-15): 1. Shae Bentley (Kaw); 2. Travis Pastrana (Suz); 3. Ernesto Fonseca (Yam); 4. Nicholas Wey (Kaw); 5. Keith Johnson (Yam).

25+: 1. Alan Bell (Kaw); 2. Dan Jannette (Hon); 3. Ricky Palmer (Hon); 4. John Lundy (Suz); 5. Larry Gessner (Suz).

30+: 1. Brian Manley (Yam); 2. Ricky Palmer (Hon); 3. John Lundy (Suz); 4. Mark Guy (Yam); 5. Scott Currie (Hon).

35+: 1. John Lundy (Suz); 2. Scott Currie (Hon); 3. Dave Bowman (Suz); 4. Flipper Page (Yam); 5. Thomas Dretzka (Kaw).

40+: 1. Johnny Borders (Kaw); 2. Barry Mayo (KTM); 3. Tom Fogg (Kaw); 4. Paul Dzlwanowski (Kaw); 5. William Hagar (Hon).

50+: 1. Terrell Welborn (Suz); 2. Douglas Hammond (Yam); 3. Charles Wicker (Kaw); 4. Ted Shortridge (Hon).

125 B STK: 1. Charles Dunaway (Kaw); 2. Thomas Barron (Suz); 3. Doug Parsons (Suz); 4. Cristian Leon (Yam); 5. Justin Guthrie (Kaw).

125 B MOD: 1. Shae Bentley (Kaw); 2. Ryan Voase (Suz); 3. Doug Parsons (Suz); 4. Thomas Barron (Suz); 5. Adam Rake (Hon).

125 B STK: 1. Keith Johnson (Yam); 2. Charles Dunaway (Kaw); 3. Jason Homas (Hon); 4. Ryan Haines (Hon); 5. Mark Wagner (Kaw).

250 B MOD: 1. Charles Dunaway (Kaw); 2. Jason Thomas (Hon); 3. Jacob Dombrosky (Suz); 4. Jerry Aleman (Yam); 5. Eddie Ray (Kaw).

125 STK: 1. Tommy Harrison (Suz); 2. Andrei Boloni (Suz); 3. Roger Thayer (Kaw); 4. Justin Moulton (Suz); 5. Jon Barber (Suz).

125 C MOD: 1. Tom Harrison (Suz); 2. Greg Oswald (Yam); 3. Ito Posca (Kaw); 4. Rod Bell (Kaw); 5. John Fann (Suz).

250 C STK: 1. Jon Stewart (Yam); 2. Robert Stevenson (Yam); 3. Josh Thompson (Suz); 4. Sheldon McVay (Kaw); 5. George Willard (Yam).

250 C MOD: 1. Cartin Buttler (Hon); 2. Ryan MacNeal (Hon); 3. Patrick Caisgo (Kaw); 4. George Willard (Yam); 5. Shaldon McVay (Kaw).

125 A: 1. Shawn Perolio (Kaw); 2. Charlie Bogard (Suz); 3. Caleb Leath (Hon); 4. Brock Sellards (Kaw); 5. J.D. Collins (Kaw).

250/500 A: 1. Casey Johnson (Kaw); 2. Brock Sellards (Kaw); 3. Charley Bogard (Suz); 4. Cory Bauder (Kaw); 5. Casey Lytle (Hon).

P/W (4-6): 1. Ricky Reener (KTM); 2. Reed Crane (KTM); 3. Daniel Lyautey (Kaw); 4. Daniel Weyer (Kaw); 5. Jerrid Brown (LEM).

P/W (7-8): 1. Davi Millsaps (Kaw); 2. Andrew Matusek (LEM); 3. Jake Griffis (Cob); 4. Alex Viquez (Cob); 5. Kyle Orr (LEM).

65 (7-11): 1. Edgardo Rojas (Kaw); 2. Nicholas Adams (Kaw); 3. Joshua Hansen (Kaw); 4. Nathan Davenport (Kaw); 5. Keven Stone (Kaw).

85 (7-11): 1. Ben Riddle (Kaw); 2. Chase Reed (Kaw); 3. Joshua Summey (Kaw); 4. Billy MacKenzie (Kaw); 5. Chad Albritton (Hon).

85 (12-13): 1. Kyle Farnell (Yam); 2. Chad Johnson (Suz); 3. Aaron Lindsey (Kaw); 4. Ivan Tedesco (Kaw); 5. Branden Jesseman (Suz).

85 (14-15): 1. Ernesto Fonseca (Yam); 2. Matt Walker (Yam); 3. Brandon Bartz (Yam); 4. Danny Carlson (Hon); 5. Aaron Day (Kaw).

125 (12-15): 1. Nicholas Wey (Kaw); 2. Shae Bentley (Kaw); 3. Ernesto Fonseca (Yam); 4. Travis Pastrana (Suz); 5. Keith Johnson (Yam).

25+: 1. Brian Mosley (Yam); 2. Dan Jannette (Hon); 3. Ricky Palmer (Hon); 4. Mark Guy (Yam); 5. Rodney Carrier (KTM).

30+: 1. Ricky Palmer (Hon); 2. Mark Guy (Yam); 3. David Wagner (Yam); 4. Terry Chumbley (KTM); 5. Ron Meredith (Suz).

35+: 1. Terry Chumbley (KTM); 2. Berry Mayo (KTM); 3. Dave Bowman (Suz); 4. David Wagner (Yam); 5. Tom Fogg (Kaw).

40+: 1. Johnny Borders (Kaw); 2. Chris Davehatt (Hon); 3. Barry Mayo (KTM); 4. Dwayne Emberton (Hon); 5. Tom Fogg (Kaw).

50+: 1. Terrel Welborn (Suz); 2. Charles Wicker (Kaw); 3. Len Edgas (Hon); 4. Ted Shortridge (Hon).

125 B: 1. Charles Dunaway (Kaw); 2. Doug Parsons (Suz); 3. Ryan Voase (Suz); 4. Thomas Barron (Suz); 5. Adam Rake (Hon).

250 B: 1. Charles Dunaway (Kaw); 2. Keith Johnson (Yam); 3. Jerry Aleman (Yam); 4. Jason Thomas (Hon); 5. Ryan Haines (Hon).

125 C: 1. Brent Butler (Suz); 2. Tommy Harrison (Suz); 3. Ito Posca (Kaw); 4. Jon Stewart (Yam); 5. Joshua Capps (Kaw).

250 C: 1. Jon Stewart (Yam); 2. Justin Duvall (Kaw); 3. Roger Thayer (Kaw); 4. George Willard (Yam); 5. Ryan MacNeal (Hon).

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150F) 1995 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#154F) 1995 Budd's Creek AMA National MX
Round #4 of 250cc action from the Budd's Creek AMA National MX in Maryland. 47 minutes from Motovideo. **$24.95**

(#155F) 1995 Southwick AMA National MX
Round #5 of 250cc action from the brutally rough & sandy Southwick, Massachusetts track. 47 minutes from Motovideo. **$24.95**

(#156F) 1995 Buchanan AMA National MX
Round #6 of 250cc action from the 22nd Annual Red Bud Track 'n' Trail National in Buchanan, Michigan. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo. **$24.95**

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo. **$24.95**

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo. **$24.95**

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo. **$24.95**

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo. **$24.95**

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo. **$24.95**

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo. **$24.95**

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo. **$24.95**

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo. **$24.95**

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo. **$24.95**

(#314F) 1995 Dallas Supercross
Round #12 of 125/250cc U.S. Supercross Series action from Texas Stadium in Dallas. 47 minutes from Motovideo. **$24.95**

(#313F) 1995 Cleveland Supercross
Round #13 of 125/250cc U.S. Supercross Series action from Cleveland stadium. 47 minutes from Motovideo. **$24.95**

(#311F) 1995 San Jose Supercross
Round #14 of 125/250cc U.S. Supercross Series action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo. **$24.95**

(#315F) 1995 Las Vegas Supercross
Final round (#15) of 125/250cc U.S. Supercross Series action from the Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo. $24.95

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA. **$24.95**

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA. **$24.95**

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA. **$24.95**

(#404B) 1995 San Marino World Superbike
Round #4 featuring two legs of WSB Series action from the legendary Monza circuit in beautiful San Marino. 55 minutes from Duke Video USA. **$24.95**

(#405B) 1995 Spanish World Superbike
Round #5 featuring two legs of WSB Series action as Aaron Slight puts the Honda RC45 atop the podium, trading victories with Fogarty at the Albacete circuit. 55 minutes from Duke Video USA. **$24.95**

(#406B) 1995 Austrian World Superbike
Round #6 featuring two legs of WSB Series action as Fogarty and Corser do the Ducati double at the famous Salzburgring. 55 minutes from Duke Video USA. **$24.95**

(#407B) 1995 Laguna Seca
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#408B) 1995 European (G.B.) World Superbike
Round #8 featuring two legs of WSB Series action as local favorite Fogarty double-wins at the Brands Hatch course in Great Britain. 55 minutes from Duke Video USA. **$24.95**

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

ENDURO AND DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties. **$24.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video. **$24.95**

(#60A) MX-Posed: Volume #1/2
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video. **$24.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

CRASHES

(10) Crusty Demons of Dirt
Skate/thrash-rock attitude meets freestyle big air MX altitude in this video featuring top racers and fresh parolees from the mental institution. Not for the faint-hearted or politically correct (we're not kidding). 30 minutes from Platypus Worldwide. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports. **$23.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

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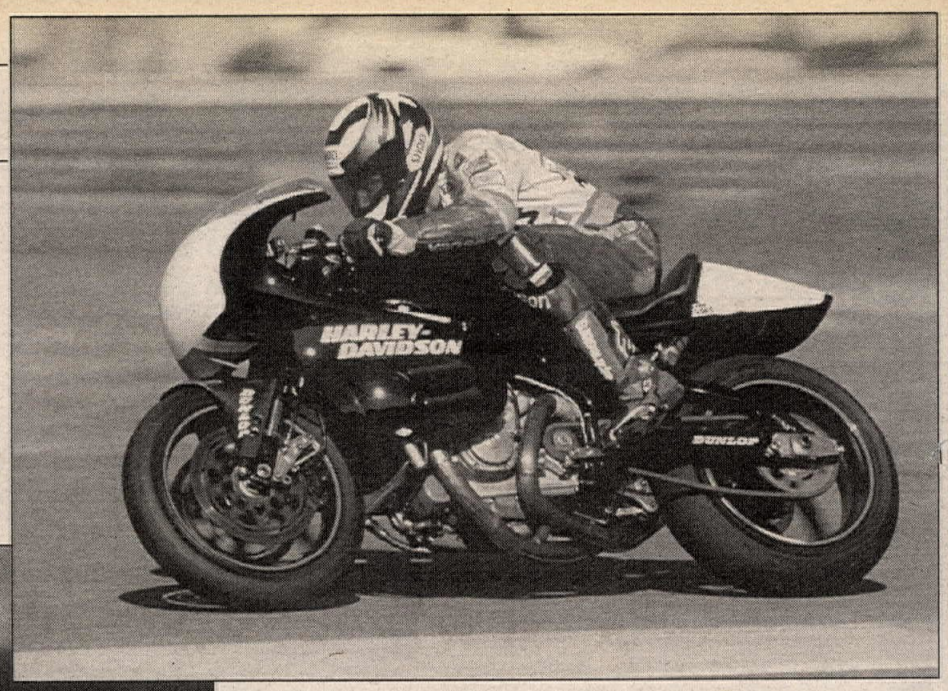
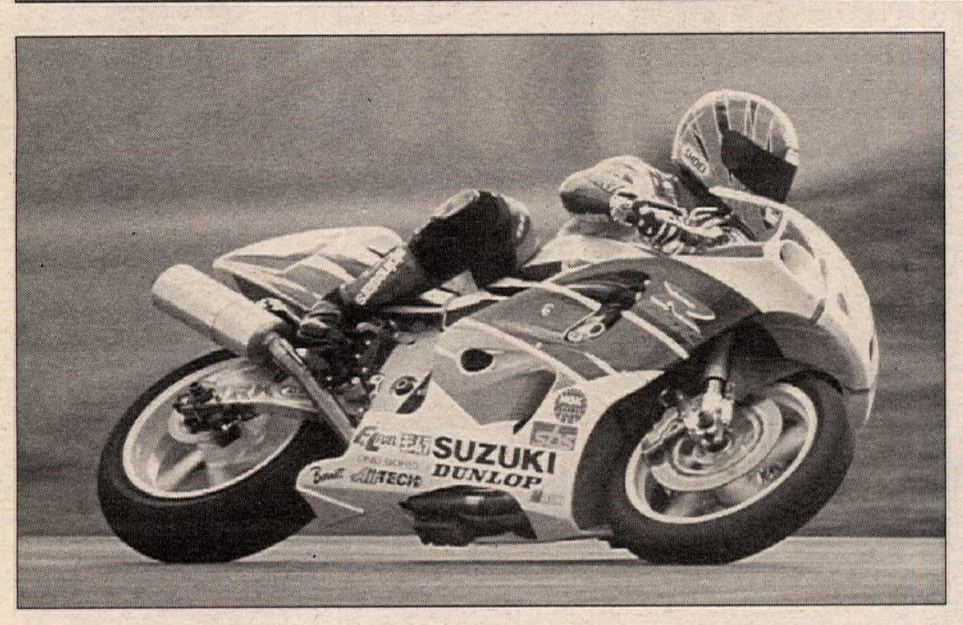
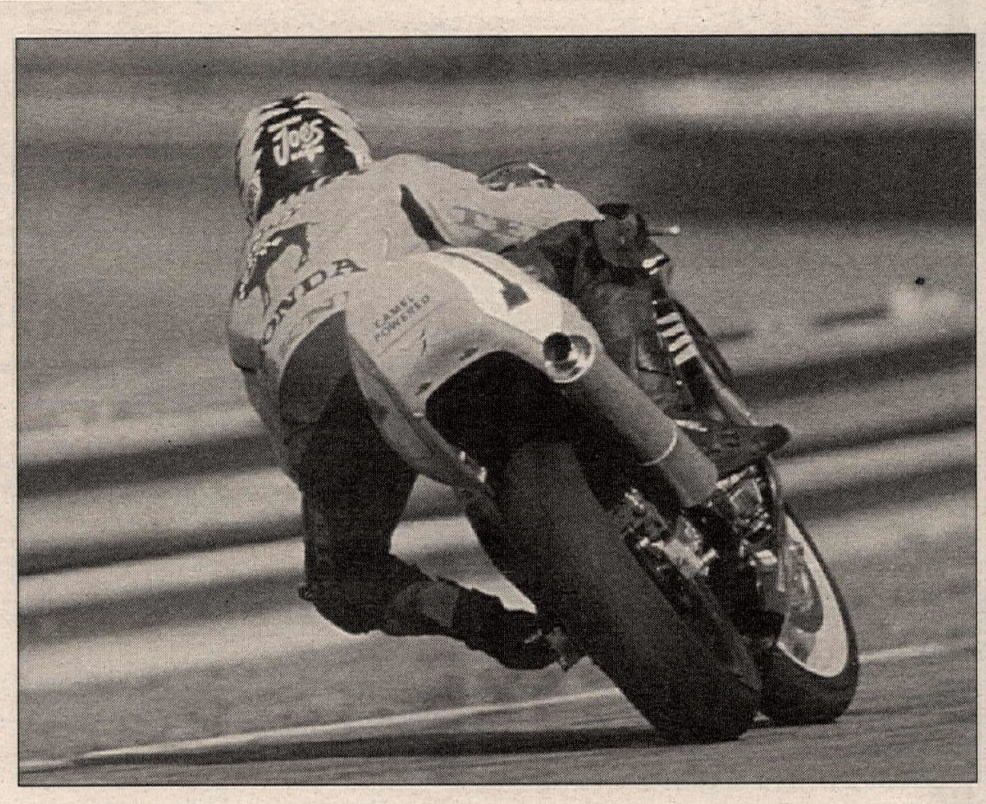
TEST | Dunlop/Daytona Tire Test

Putting the rubber down



(Left) Doug Chandler (10), Colin Edwards II (45) and Anthony Gobert (hidden) exit the International Horseshoe at Daytona during recent tire tests. (Above) Thomas Wilson had his first outing on the Harley VR1000. (Below) Miguel DuHamel - full lock on the exit of turn one.



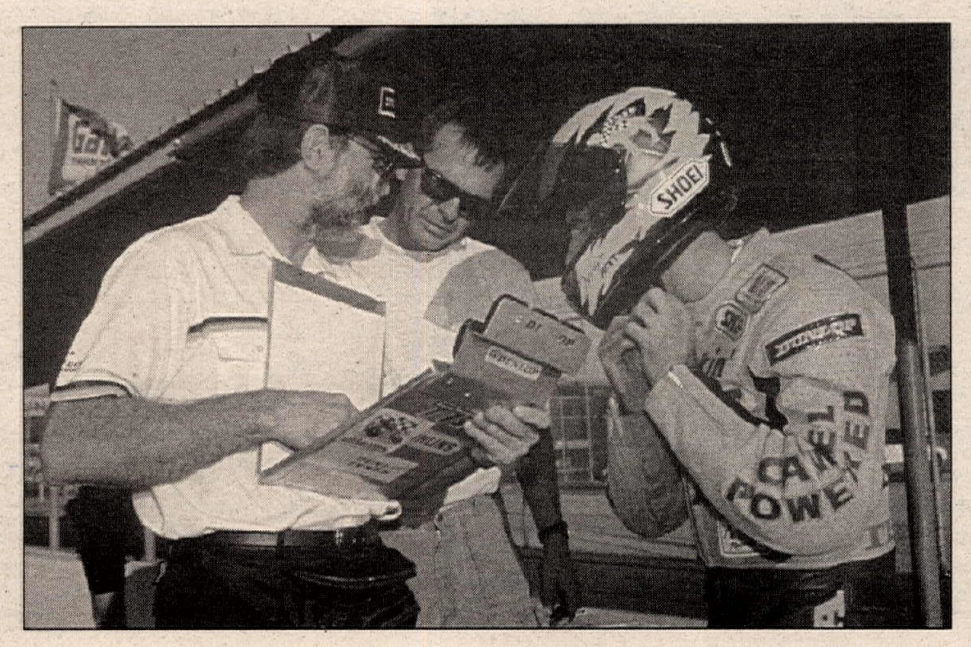


(Above) Pascal Picotte and the Suzuki GSXR750 were impressive in their debut. (Below) DuHamel goes over his lap times with Dunlop's Jim Allen and tuner Al Luddington.

By Henny Ray Abrams

Endurance or grip, that's always been the devilish choice when designing a tire for Daytona. Either the tire is so hard that it lasts between pit stops or it's soft enough to provide footing for the infield horseshoes, but won't go more than a few laps under the 2-G stress of the banking. All that changed at this year's annual December Dunlop tire test.

"They shaked and baked something really good," Smokin' Joe's Honda's Miguel DuHamel said after unofficially setting the second-fastest time. (All laps are hand-timed, usually by both the teams and Dunlop, and are therefore unofficial.) "It just makes better traction, and it feels great. Usually when you go to Daytona you've got traction and no durability, or durability and no traction. They were able to combine that. You get better traction, better forward grip, and real predictable tires. That's basically it. The times show it. Yamaha and Kawasaki and ourselves, this is definitely the fastest there is. This is the fastest I've ever been at Daytona."



The 1995 AMA Superbike Champion tested the first generation of these tires during a test here in September and was effusive in his praise. What he said at the time, Dunlop's Jim Allen remembers, was, "I hope I never have to race on a normal tire, an ordinary tire, again."

"September was eye-opening time," Allen added. As for this test, Allen was "cautiously optimistic."

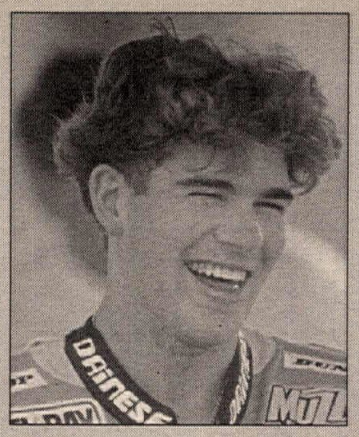
"In the past with Daytona tires, riders would get off and say, 'God, I hope I don't have to race on that thing.' That doesn't seem to be the case. We've had several comments on good side grip. We knew what we hoped for and for the most part those hopes were realized," he said.

Allen later added: "It's the fastest test we've ever conducted here. We have what we think is a good solid foundation for the March race." The stack of qualifying tires that were brought down went mostly untested, he said.

What exactly was done to produce the new tires is a closely held secret. No one was talking and for good reason. "I'm feeling sorry for Michelin at this moment," Yamaha World Superbike teamster Colin Edwards II said. "The stuff Dunlop brought is awesome."

Edwards was one of 15 riders taking part in the three-day test at the Speedway. All of the AMA Superbike teams, with the exception of Fast by Ferracci, took part, testing both Superbike and Supersport tires. Dunlop brought 879 tires in 42 different configurations for the Superbike, 600 Supersport, and 750 Supersport machines, but it was the

MUZZY KAWASAKI



Anthony Gobert

The young Australian came to Daytona International Speedway last year for this same test and immediately made his mark, smoking the tire through turn one and turning in very creditable lap times. His wins in the World Superbike rounds at Laguna Seca and Phillip Island only confirmed that the "Go Show" is one of the brightest talents in racing. His reputation was enhanced by setting fast time in the Dunlop test, though there's more in it, he feels.

"My bike seems a little bit down on the Yamaha and Honda. That's to be expected at this stage. I didn't expect to get into the 50s. I expected 52s and low 51s. I thought I could go faster, but I was trying too hard and going in too deep in too many places.

"I was riding the '96 bike and there's not much difference, really. It feels similar to sit on and ride, though it's a little smaller and narrower, more like a race machine. The horsepower is quite good straight up. This is the first time at this circuit with the new bike and it took us a little while to get it sorted out. We found a good direction and kept going and did good times yesterday afternoon. Today we were faster this afternoon with yesterday's settings. Because of my lack of road racing experience we try as many options as we can.

"Last year I was in second place before crashing out. It sort of suits me better that happened so I can come here and win. I knew last year when we came here we had a good chance to win the event. As it turned out we were pretty close."

Mike Smith

After a year on the Fast by Ferracci Ducati, Mike Smith pored through "three or four serious offers" before deciding that the Muzzy Kawasaki was the "best combination for sure." Smith has yet to win an AMA Superbike National, but feels this is his best chance. His time of 1:50.90 was third-best, unofficially.

"The bike is really, really fast. It has a lot of torque and it handles great going in. It lets you make mistakes. It lets you learn. Within six laps I was down to 52.8 on the Superbike. That blew my mind. Scott's (Russell) best in testing was about what we did. It's a rear-tire-slide-and-bury-it-deep kind of bike. I'm in awe of the power off the corners. There's nothing like this. This bike here gets it. Riding the Michelins and Ducati, it was more of a torquey bike instead of a top-fuel dragster like this. This is like a big 427 V-8. I want to say it's a redneck bike: it's a country-boy bike. The Ducati was a good bike, but it left very little room for error. You had to be so precise. I was always holding my breath.

"The tires work really good and they're predictable. I think it's harder to go from Dunlop to Michelin than Michelin to Dunlop. I flat track a lot and I like sliding. I like to bite off more than I can chew and make it up and digest it. The suspension on these things really helps. I just get in there and make the bike squirm and it doesn't want to low-side and do something crazy. The only other time I felt suspension like that was on an NSR500 or RVF Honda."

Doug Chandler

Doug Chandler re-joins the team he won the AMA Superbike Championship with in 1990 after a year of struggle on the Harley-Davidson VR1000. Anyone who questioned his commitment to racing will have to reconsider after his performance here. The Salinas, California, native got time on both the 1995 and 1996 race bikes, though the '96 were just off the production line.

"I could have gone better on the '95 bike (with a '96 motor) but they wanted me on the '96. We had a bad day and I was never comfortable. With the '95 you can get in the corner hot, get it turned quicker, and let it go. With the '96 I had no feel for the front. It wanted to run wide and I felt really slow.

"I ran with Miguel (DuHamel) and then Mike (Smith). Miguel was getting away from me. I couldn't run through the corners. It ran fine in the draft. The old bike felt so good, so comfortable. This one felt like I was on pins and needles. We tried a bunch of stuff and I think we got crazy with some of the stuff we tried.

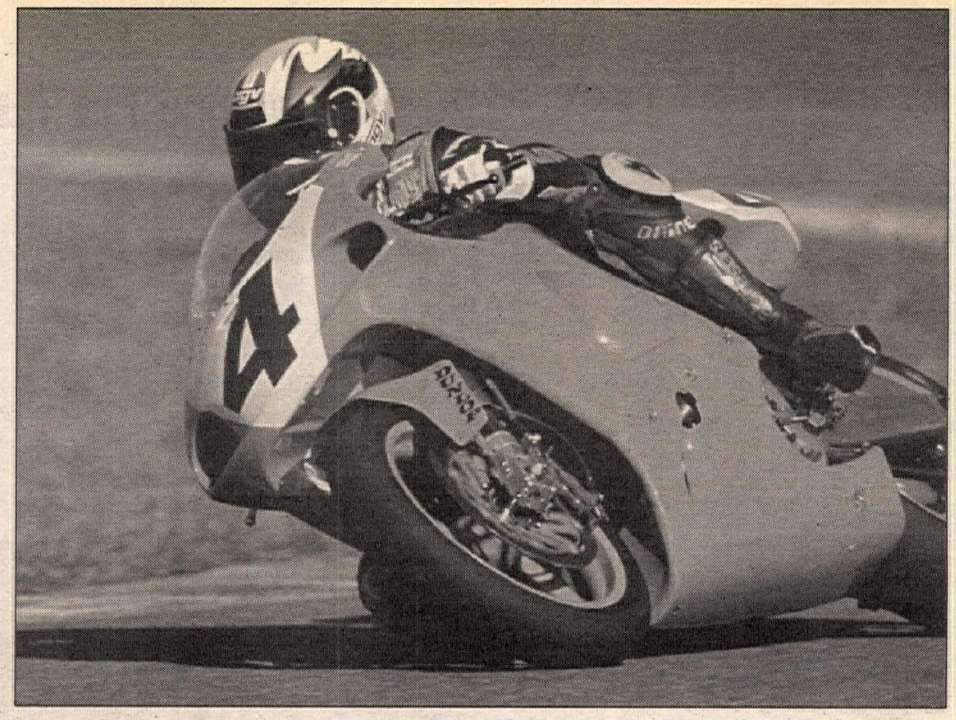
"I tried three of the Japanese tires today to see which one I preferred. They were nothing like what I had yesterday. I preferred the grip of the standard one, which was good, but Jimmy (Allen) doesn't think it will last. All the new ones (tires) are a lot better than what we had last year."

new Superbike tire that drew all the praise.

"The tires are definitely better than last year," Muzzy Kawasaki's World Superbike rider Anthony Gobert said after setting the unofficial fast time of 1:50.73, just a tick under Scott Russell's 1994 test best of 1:50.62. But Russell did it on a tire that would clearly not go the distance and was, in fact, not used by him in winning the race.

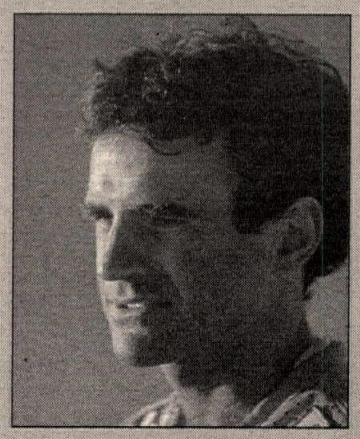
In Russell's absence, DuHamel became the de facto testing voice and he assumed the title enthusiastically, smoking the rear tire on both the Superbike and 600 in every infield turn and sliding up onto the banking. "At one point I looked back coming out of the second horseshoe and there was still blue smoke in the air. I'd never seen that before," DuHamel said with a grin.

"In the years past, I've always been giving good feedback to Jim (Allen) and Dave (Watkins) and definitely Scott was giving good feedback, because he goes really good around Daytona. Now that Scott's not here, definitely, his load is transferred to me. Actually, I've come up with some pretty good ideas that we've been testing here and that's been turning out really well and that makes



The fastest lap times were turned in by Muzzy Kawasaki's Anthony Gobert. The Australian will ride in the upcoming Daytona 200 before starting his assault on the World Superbike Championship.

SMOKIN' JOE'S HONDA



Miguel DuHamel

The 1995 AMA Superbike Champion rode his 1995 RC45 to the second best time of the three-day test, an unofficial 1:50.89, well under his 1995 Daytona 200 qualifying time of 1:51.245. But having the number one on the nose of the Smokin' Joe's RC45 isn't something that concerns DuHamel.

"When I'm riding the bike I still feel like number 17, I'm still out there racing. The way I look at it now is that I'm number one, I won it this year, but next year it's not really mine. It's on my bike because last year I won it. This year I've got to go out and win it again.

"It's good to see that we made a lot of progress. Last year testing this same day I was doing 54s and in the race qualifying I did 51.2, which is, I guess, decent. But today I was constantly in the 51s and a few in the high 50s. It's nice to see we made a lot of progress. And, hopefully, the new bike is going to be stronger, it's going to be more compatible with the World Superbike guys. I think that's something that definitely going to give us better results at Daytona. As far as race setup, we have a real good idea where to go. We have some more testing plans before Daytona. It's not the same bike we had here a year ago.

"We were trying different swingarm pivot positions. We also tried different triple clamps and offsets. We got some stuff done. That's what we're here for. This bike is going back to Japan and probably get crushed into aluminum cans or something.

"The test here in September, it was very important. We were talking about a lot of stuff and then Dunlop did a fantastic job, they really did their homework, and they came up with good ideas and that September test gave us what we have here and a lot of people are really happy. I think that they did incredible work. I'm happy, I'd be happy if I'd been 54.1, instead of 51.1, .2, .3. I think the thing that was real good for us as far as the race goes is that we can go consistently faster. I did about 250 laps since I've been there. I never really concentrated to see if I could do a really fast lap. This test was real solid, real strong for us.

Steve Crevier

Steve Crevier comes to the Honda team in 1996 from the Muzzy Kawasaki squad and he spent much of the test adapting to the unfamiliar RC45, though he had tested it once before at Willow Springs.

"The Superbike is really quick, but I didn't get great lap times. I was fighting a problem down low that I couldn't get over mentally to get a good lap time. There was a slight hitch in carburetion. I bitched the last two years with Muzzy about the same thing, but there's definitely a problem here. We'll get it sorted out. The bike's tight and it's real comfortable to ride. I'm real confident in the whole package.

"I rode the Two Brothers RC30 in 1992, and it's not that much different an idea from the RC45. It's a torquier motor, more power down low, easier to get on the gas sooner than the ZX7. The ZX7 is really long for a small rider and it's hard to sit on. Inline four's, you shut off the throttle and get a lot of backspin. These things send you into the corners faster and that puts more of a load on the brakes.

"I've been working with Merlyn Plumlee and he can teach you a lot if you sit back and listen. Ray Plumb is real good on chassis setup. I thought I was pretty good: I'm learning a lot.

"As far as the tires, the other tires seemed to spin a lot when you were straight up and down. These give a bit of a slide while they're spinning and push you forward. There is better performance on the right side. It gets hotter and that means a lot in the right-hand turns."

Dunlop/Daytona Tire Test

us all really happy. I can tell that spinning the tires works pretty good and the tires are holding up quite well. Definitely, you need to be real aggressive and go at it, and if you don't spin the tires then you're not going forward that much, I guess."

Gobert spent his time on the fresh-out-of-the-crate 1996 ZX-7R Superbike.

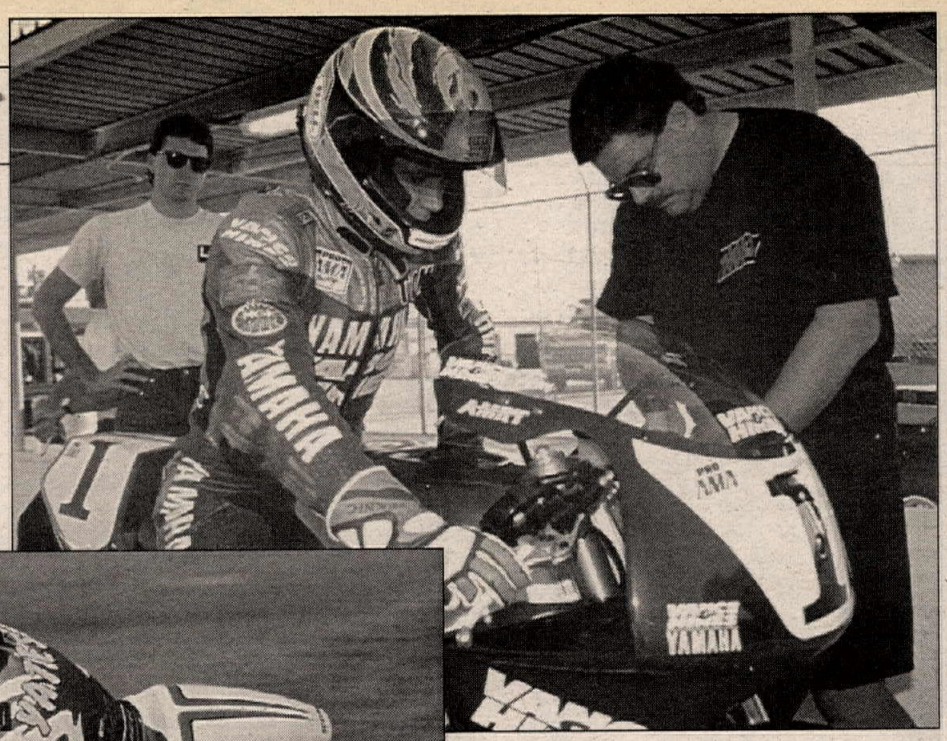
"The factory virtually pulled these off the production line and shipped them to us," team owner Rob Muzzy said. "We're very happy because this is the earliest by far that we've received our race bikes for the next season."

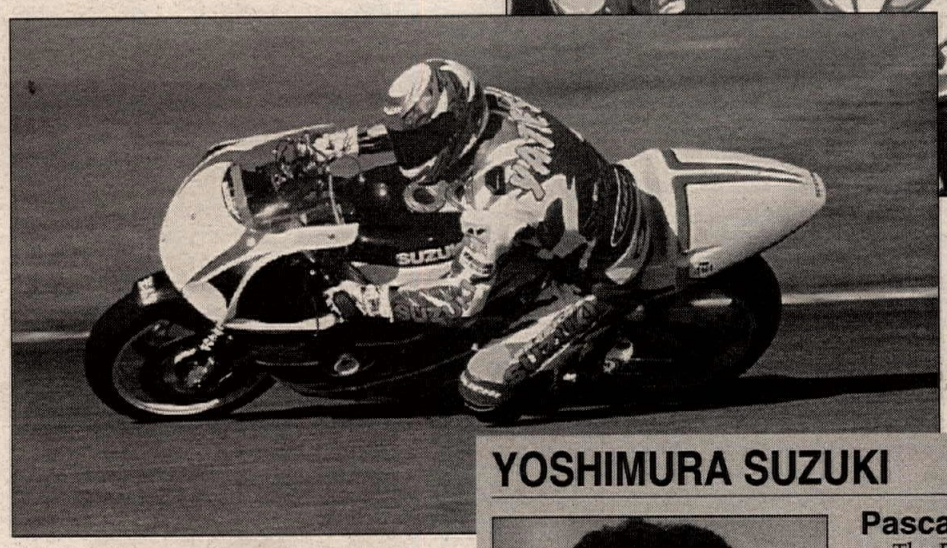
Muzzy's Mike Smith slotted into third on a 1995 machine with Doug Chandler fifth after testing a combination of machinery: a 1995 machine, the same machine with a 1996 engine, and the complete 1996 bike. "All the new tires are a lot better than what we had last year," Chandler said.

But, even though they were able to do substantial endurance testing - new Yoshimura Suzuki pilot Aaron Yates did a simulated Daytona 200 during a Suzuki test on Sunday - Dunlop's Jim Allen knows that a test is not a race.

"We've only gotten through a test, we haven't gotten through a race," Allen said. "The race is this level plus 20 percent. The race is always tougher. The tires that did race times here we'll definitely have available for general sale, plus backup contingency fronts and rears."

In the end, the "general atmosphere on our part and the attitude on the part of the riders was generally much more positive than in years past. People are genuinely happy with the tires," Allen concluded. CN





(Left) Aaron Yates tested the new Suzuki GSXR750 Superbike as well as the 750cc Supersport bike.
(Above) Tom Kipp tested everything Yamaha had to offer as Jamie James was racing cars and not in attendance for the test.

VANCE & HINES YAMAHA/ YAMAHA WORLD SUPERBIKE

Colin Edwards II

The forever-young Texan spent much of last year struggling with getting the power down on the YZF750 Yamaha and spent much of this test sorting out new suspension components on his World Superbike mount. Unfortunately, his test was cut short on Saturday afternoon because the bikes had to be crated up for shipment and he wasn't able to better his time of 1:50.99, though he surely would have.

"Ohlins have new forks that they wanted me to try and that helped a lot. Under braking there's a little more feel. With the other ones you had to wait till you were done braking before you could flick it. These you can brake all the way to the apex. The engine's getting better. It was peaky, hard to put the power to the ground. This weekend we made some big improvements. I shouldn't say we; Yamaha made some big improvements. The bike's running a little bit easier on tires.

"The stuff Dunlop brought out...51s last year was really hairball. They did some serious development on these things. There's a little more traction. I've been leaving it to everyone else to string laps together. After 15-16 laps, you can still do 51s and low 52s. I didn't go out to run 51s, I went out to run a comfortable pace and give them what they wanted.

"The bike I've been running all weekend has 2000 kilometers (1240 miles) on it. My other bike was 3 mph faster. It was not set up like I wanted. I hooked up with Pascal (Picotte) one time. It would have been difficult to draft by him. (Doug) Chandler's bike is pretty quick on top. It was fast. I might have had a little on acceleration. The only place I did have him was in braking. I turned off the brain a little. (Anthony) Gobert's bike was a little slower. It handled all right, accelerated okay, it just didn't have top-end performance.

Tom Kipp

The 750cc Supersport Champion was the busiest man at the test. In the absence of Vance & Hines Yamaha teammate Jamie James, Kipp had five Superbikes and two Supersport machines to test. In the end, he set his fast time (1:51.00) in the final minutes on his 1995 Superbike with the baseline settings he used in the final race at Firebird Raceway with Daytona gearing.

"When Jamie (James) was hurt for two or three races, I wouldn't say it was a burden, but the whole team focused on one bike. It's real team oriented. They share things with each other, Jamie's guys and my guys. When Jamie was out there was one project. That's where the development came from.

"For us it was a fantastic test. It was probably the most successful test I've had with this team. We got to try a lot of things. I have a lot of confidence with the chassis and suspension components, the engine components.

"I tested a lot of World Superbike type stuff and we had some ideas from last year. The first day I stuck with the Superpsort tire testing. I kind of knew where we were going to end up. I had a few steps to take to get there.

"I rode around with standard tires until the last half hour today. Then I put the '96 race stuff on. It's awesome. It works great. I did a 51-flat on the new tires. It works a lot better in right-hand corners. You can get out of the horseshoes. It hooks up better and there's better overall traction."

YOSHIMURA SUZUKI

Pascal Picotte

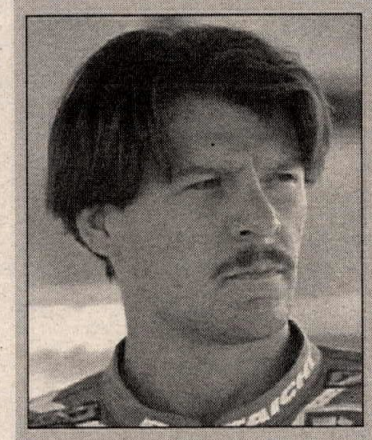
The French Canadian moves from the in-line four of the Muzzy Kawasaki to the Yoshimura Suzuki, one of three new team members. He'd heard the new GSXR750 would be competitive, but he was more impressed with the team.

"So far I'm really happy. I think we've got a really, really good package. We still need a little more testing to try something different. We were struggling with suspension. Some of the Showa's better than Ohlins and some of the Ohlins is better than Showa, so we need to cut both bikes in half and put one together. Powerwise I think we've got really, really good top speed. We might need a little more midrange for the short tracks. But for next Daytona in March I think we're going to have a really, really good package.

"I didn't know that I had fast time yesterday. I did that on the race tire (from last year). I did a 52-something this morning with 22 laps on the rear tire. It was a little different setup than qualifying tires; with them we're down to 49s. For sure I can do 50s. Qualifying tires are worth at least a second a lap.

"We're trying to get it to hold the line better. It kills all the midcorner speed. You've got to really square off the corner. The tire is really hard compound, rigid, so you've to square it more if you really want to make a really good lap time with qualifying tire you've got to make that thing hold the line really tight on the inside line, like Miguel (DuHamel).

"I was out with Colin (Edwards) yesterday. My bike was a little faster. And Miguel. I was a little faster than Miguel also on top speed. He's got a little more midrange than me. My bike needs to be a little lighter to get from one side to another. And much faster than (Anthony) Gobert, but it's their first time on that thing.



Aaron Yates

Aaron Yates moves up to the factory level after success as part of the Team Suzuki Sport support effort. The Georgian found out at the last AMA National at Firebird that he'd be on the Yoshimura Suzuki squad, having spurned an offer from Eraldo Ferracci. Yates will continue to race the 750cc Supersport while campaigning a Superbike for the first full season. For the first time in his young career, Yates can concentrate on riding.

"It's a very large step. I don't have to do anything but go to the races. I don't have to stay up all night working on the bike and then drive to the races.

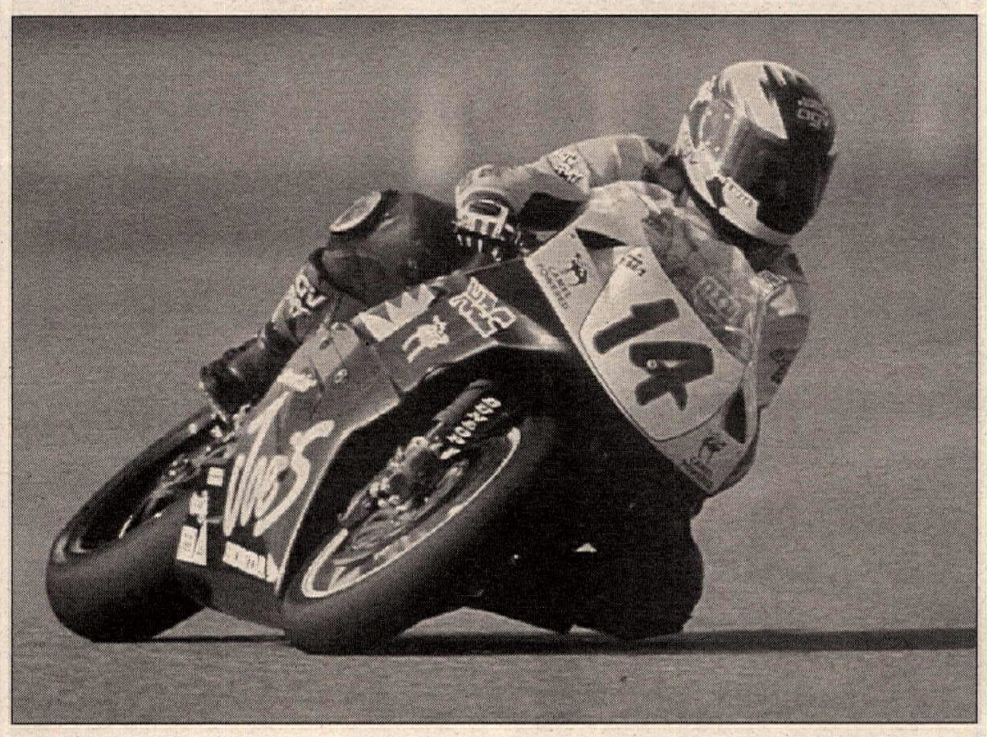
"The new bike is such an improvement. It's an awesome Supersport bike. In three laps I did a 57.2 with stock forks and a stock shock. (He ended up with the best 750cc Supersport time of 1:55.67.) It handles better, it accelerates better, it's light. It's more comfortable. We didn't even adjust the shock.

"It's improved a lot since I first rode it in October. We had a problem with the brakes and they got that sorted out. It's getting better every time. I got into 52s with the race tire.

"On the Superbike, the powerband is so smooth that you don't realize that the bike is as fast as it is. It doesn't hit so hard. You're getting from here to there quicker. It's kind of scary at first, but once you get the hang of it and get used to the speed, it's not so bad.

"I found I was faster than (Anthony) Gobert on top end. His seemed to pull out of the turns better."

Another rider on a new team was Steve Crevier. The Canadian had his first outing on the Smokin' Joe's Honda RC45. (Right) Chris Carr was some three seconds quicker on the VR1000 than a year ago at this time.



How they fared?

Superbike times (hand-timed)

1. Anthony Gobert (1:50.73)
2. Miguel DuHamel (1:50.89)
3. Mike Smith (1:50.90)
4. Colin Edwards II (1:50.99)
5. Doug Chandler (1:51.00)
6. Tom Kipp (1:51.00)
7. Pascal Picotte (1:51.24)
8. Norihiko Fujiwara (1:52.47)
9. Aaron Yates (1:52.61)
10. Steve Crevier (1:53.22)
11. Chris Carr (1:54.32)
12. Thomas Wilson (1:54.76)

HARLEY-DAVIDSON

Chris Carr

A year after getting on the VR1000, Chris Carr was a full four seconds a lap faster than he was in the Daytona 200 right off the bat - and he knows that there's more to come. A full season of AMA Superbike racing produced some commendable finishes toward the end of the year. In 1996, the former Grand National Champion is concentrating on the pavement for the first time ever.

"I'm a lot more comfortable than I was seven or eight months ago. I'm a little faster everywhere. The bike's a little quicker. I'm certainly a better rider than I was. My exit speeds are a lot better. My midcorner speed is better. I'm still not getting in as good as I'd like.

"The bike's a lot different. We had this big old gas tank last year because we thought we could do it on one pit stop. The bike sits a lot lower than it did. Things are tucked away a lot better. It was scraping stuff in every turn. I haven't touched a boot all week. There are a lot of little refinements. I'm starting to feel as one with the bike. I didn't expect to go as fast as I'm going. Qualifying in March in the 53s may not be out of reach. (Carr qualified at 1:57.534 in March). I may hit that today. I did a 54.6. Then I went 54.7, .7, .8, .6, .9, .8 - six laps in a row. I'm not doing one lap wondering why it is. I'm doing 18-19 laps in the 55-second bracket.

"I was hired this year to go road racing. I'm at the mercy of Harley-Davidson as to what I can do in dirt tracks. Last year I had more freedom. This year it will be on a much more limited basis. I'd certainly like to do some miles. Certainly, I'd like to do Peoria. I may know as late as two weeks prior to a race whether I'll be racing. Part of the reason I did it last year was for financial reasons. I'm getting a nice salary from Harley-Davidson; it's comparable, maybe a little better than when I was dirt tracking.

"I had a good relationship with Kenny Tolbert and I wanted to pay him and I wanted to keep him in work. He's a dear friend first and mechanic second. Harley-Davidson of Sacramento is going dirt tracking and he's going with them."

Thomas Wilson

About three weeks prior to the Daytona Dunlop test, Thomas Wilson, formerly of Kinko's Kawasaki, got a call from Harley-Davidson's Steve Scheibe to find out if Wilson was interested. After a few conversations and a tour of the race shop, Wilson decided to trade in his Kinko's colors for two years of black and orange, but it wasn't an easy choice to make.

"It was a tough decision to lose that crew. They were very good to me. I can't say enough good things about them. What decided it was the Superbike ride. That and seeing the program, because the fact is that Harley-Davidson is putting forth a big effort to make the thing work. If I get some good showings, a lot of big doors will open. A lot of people pay attention and there's a fan following.

"It's different. I've got a lot to learn because the powerband is totally different than what I'm used to. It's not as fast as I'd like, but a large part of that is getting the bike set up for myself. This has got a lot of power off the corners.

"I've had a few problems getting the bike to work well under me. Corner entrance, turning in toward the apex, it feels kind of vague. I have a hard time feeling where the wheel's at. Every time I get on the bike it's a little better. I'm getting into 55s and there's room for more. (Wilson ended with a best of 1:54.76). We'll test again before the 200. This will be the toughest race of all year for Harley. I believe we're a little down on top speed. It will definitely hurt us here. Once we get to other tracks, we'll fare really good."

Briefly...

Ben Bostrom tested a Smokin' Joe's Honda F-3 at Daytona and later said that he was hoping to race the bike with backing by Zero Gravity in 1996. But following the test a rumor surfaced that there was also a possibility that he would be supplied with Suzukis to race in the 600cc Supersport class. According to the rumor, Bostrom would be given a higher level of support, possibly including a salary, than he would have gotten with Honda. The Suzukis would be maintained and the team run out of Bartel's Harley-Davidson. At the test, Bostrom said: "What I'm hoping is to be doing a team with Zero Gravity. They (Smokin' Joe's Honda) have a team that they're setting me up with. Honda would supply the bikes, parts, and technical advice. I'm going to have the best bikes as far as tech support." Bostrom spent part of Friday following Miguel DuHamel on the 600 and came away impressed. "That helped a lot. The way the bike is set up, you can flick it in and get it turned. I was thinking I must be braking too late because he would get away from me off the corner. Somehow he gets it in there and gets it pointed really well. Right from the middle of the corner he was coming off really fast. I hope it's something I can learn in the future."

A sampling of the **trap speeds** from the three-day test showed that Doug Chandler's Muzzy Kawasaki was the fastest with a top speed of 180 mph on the front straight. Anthony Gobert and Mike Smith were close, with Colin Edwards II the fastest Yamaha at 178, 1 mph faster than Tom Kipp. Smokin' Joe's Miguel DuHamel clocked in around 175 mph with the Suzukis just a tick under that. The new GSXR750 Supersport machine was impressively fast, topping out at 162 mph, about the equal of the Vance & Hines Supersport machine, though with considerably less development.

Robert Nutt, team manager for Kinko's Kawasaki, said during the test that he would decide this week who Thomas Stevens' teammate would be for 1996. "I just can't make up my mind. I've narrowed it down to two riders," Nutt said. He also said that, contrary to rumors, the team never intended to compete in the Superbike class this year. "I kept hearing that too. It was not even close." The team picked up their 1996 Kawasaki ZX7R in Atlanta on Wednesday for the Dunlop test which began the next day. Stevens spent much of the first day breaking it in before getting down to testing late in the day. Except for a different exhaust pipe, the bike was stock, which means heavy. Weighing in at nearly 440 pounds, it's 45 pounds heavier than the new Suzuki GSXR750. "The thing needs to go on a diet," Stevens said. "The biggest thing is to work on the suspension. We know the motor is capable. We have a long way to go and we took a couple of steps in the right direction." Stevens spent much of the final day testing Dunlop DOT tires on the 1995 Kinko 600.

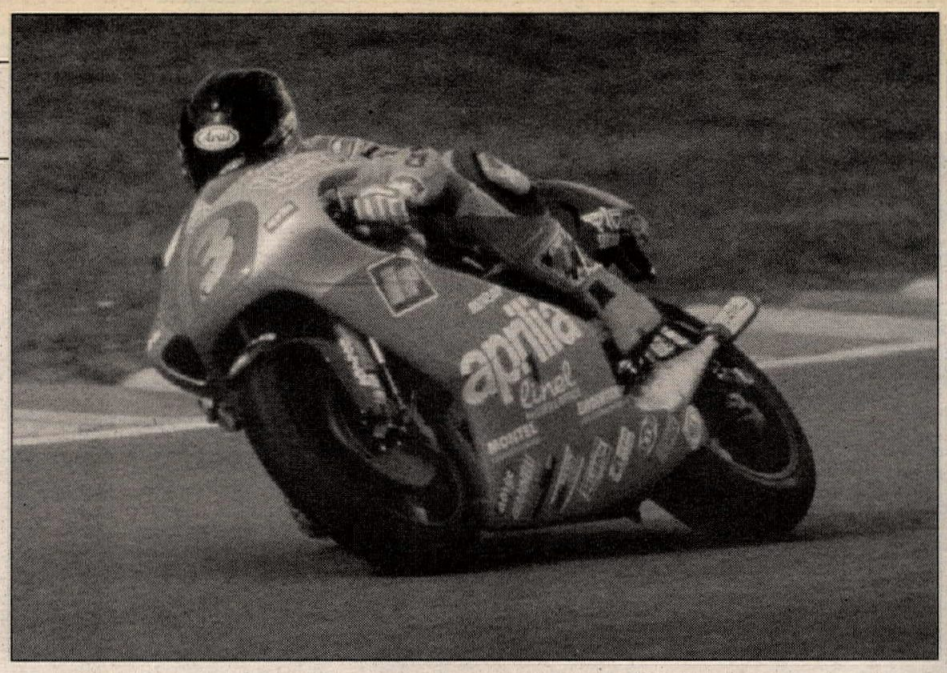
Vance & Hines Yamaha's **Jamie James'** bikes were at Daytona, but he wasn't. The former Superbike National Champion was racing his new Ford in the Snowball Derby, an American Speed Association race at Five Flags Raceway in Pensacola, Florida. "We talked to Jamie and he felt that whatever Tom (Kipp) brought out of this test he would be able to utilize when we come back for the Daytona 200," said Yamaha's racing team manager Larry Griffis.

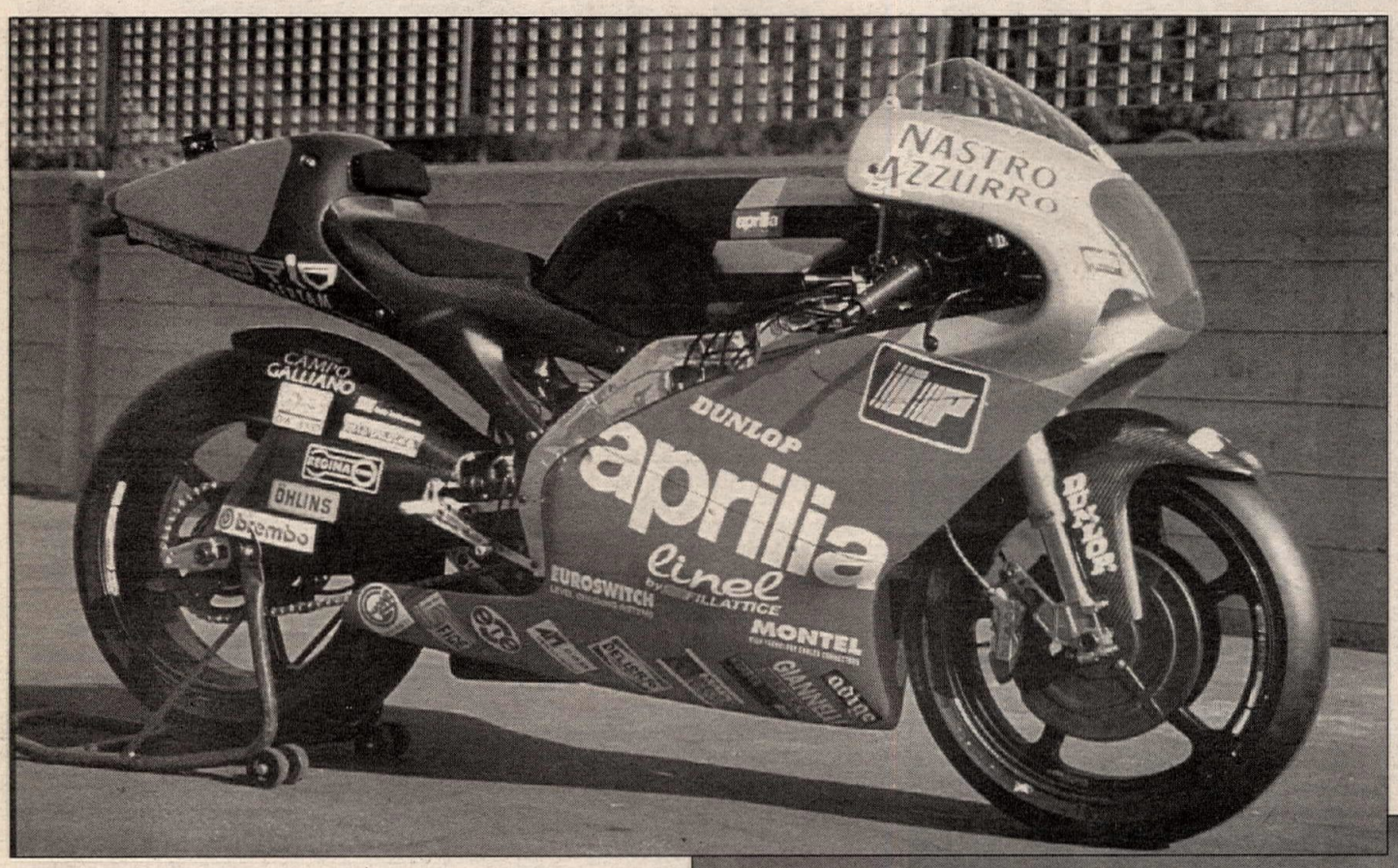
This was just the beginning of the test season for the Superbike teams. The Honda truck pulled out early to drive 250 miles south to **Homestead**, where Miguel DuHamel and Steve Crevier tested on the new track on Monday. Yoshimura Suzuki was expected to test there on Wednesday, prior to the press launch of their new GSXR750. Both Vance & Hines and Muzzy Kawasaki are planning to test at Laguna Seca in January and at least one team will be testing at Sears Point. Kinko's Kawasaki's Robert Nutt said he hoped to test at both Homestead and Savannah. The Fast by Ferracci Ducati team is scheduled to take part in the Michelin test at Daytona on December 12-14 with Australian Damon Buckmaster and at least one other rider.

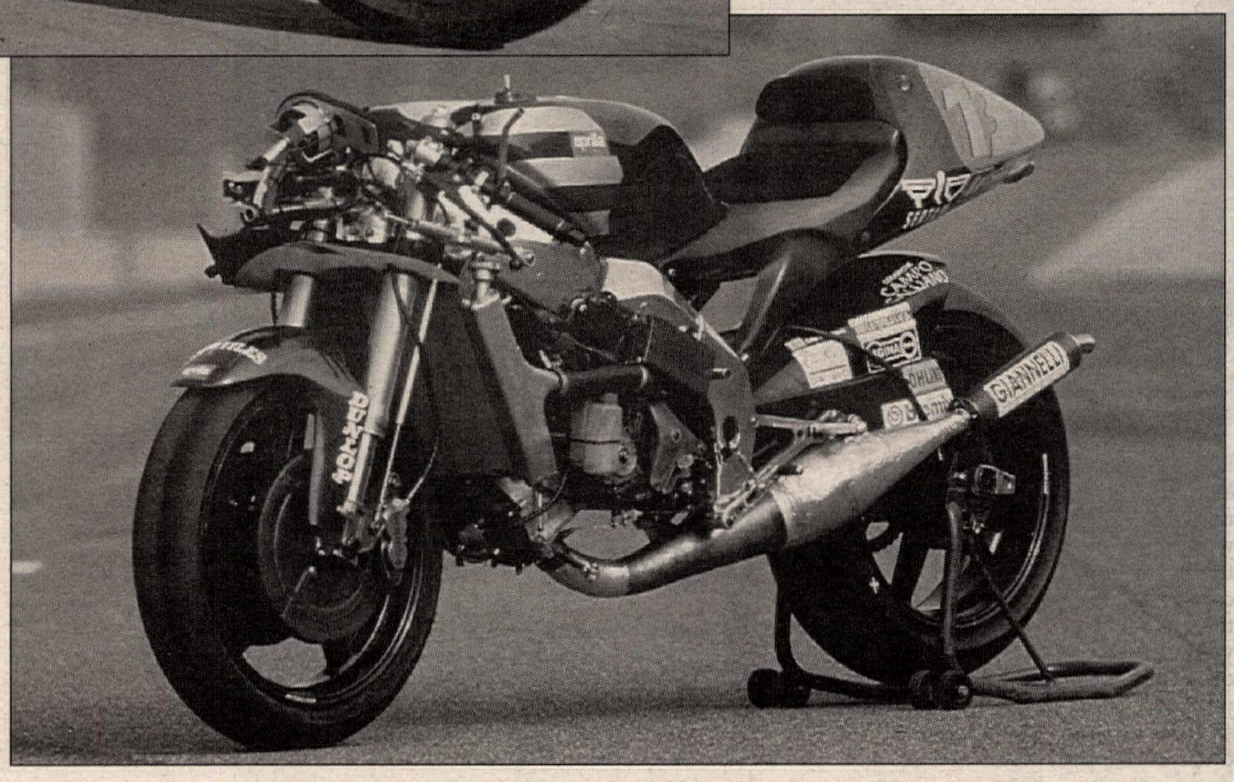
Muzzy Kawasaki's **Mike Smith** was the only rider to hit the tarmac during the test, though through no fault of his own. On the second day of the test a radiator fitting broke on the Kawasaki ZX-6, putting water onto the rear tire as Smith entered turn one. "I'd already slowed down. I'd already got the speed down. When I fell I wasn't too trusting about how far I could lean it. I was smoking through there," Smith said, but not on that lap. The bike high-sided, pitching the Georgian off. He required two stitches in his right elbow, but was otherwise uninjured, and he rode again on Saturday.

Yoshimura Suzuki's **Pascal Picotte**, a French Canadian resident of Quebec, voted against the province seceding from the rest of the country in the November vote. "I mean, we don't have anything to complain about. I like the way we are living now. Why try to make things harder than they have been? It might be a little easier. I'm not really surprised it was that close. I really thought it was going to be close. If we don't do anything now, the next time everybody will vote yes."

Little big man







(Above) The Aprilia RSV400 is the Italian firm's bid for laurels in the 500cc world championship. (Right) With the weight limit for four-cylinder GP bikes set at 286 pounds, the Aprilia enjoys a weight advantage of some 63 pounds.

By Alan Cathcart
Photos by Emilio Jimenez

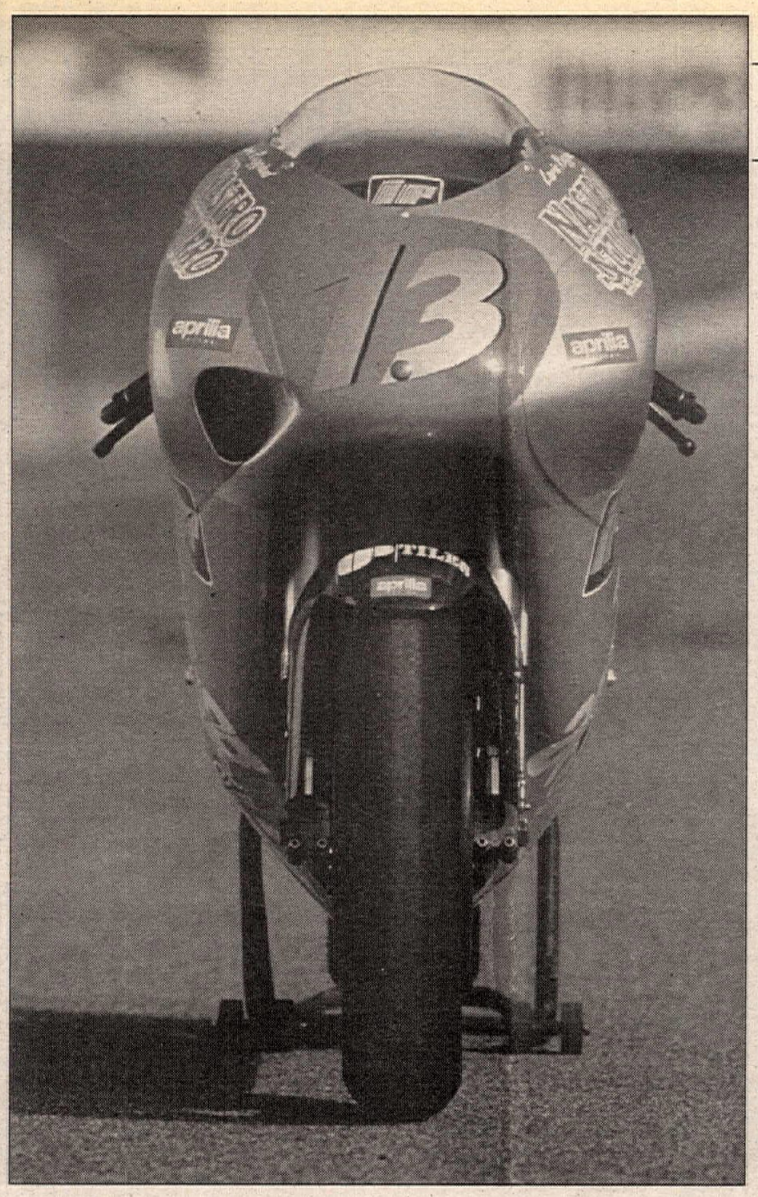
Fantastic. There's no other word to describe the thrill of riding Loris Reggiani's works Aprilia 400 - Grand Prix racing's Mighty Mouse, compared to the four-cylinder Power Rangers of Might is Right Incorporated. Riding Reggiani's (now Doriano Romboni's) mega-twin micro-500 around Mugello in Italy for eight laps was the most exciting and most frustrating two-wheeled test trip I've enjoyed in many years. Frustrating because, even though by volunteering to be the one to scrub in fresh tires and dial in the carburetion on the RSV400 I got to enjoy twice as many laps as the other three journalists invited to test it, this was only enough to get me hooked big time on riding the Aprilia, without being nearly long enough to give me a proper fix. This motorcycle is seriously addictive: It should have a government health warning taped to the seat.

It is also the most thrilling motorcycle I've ridden for a very long time. What? More of a thrill than an ultimate racer like Mick Doohan's Honda NSR500? Every time. Max Biaggi's 250cc World Champion, the 400 Aprilia's kid sister? Bigger is better. Carl Fogarty's Ducati 955 desmo, the ultimate superbike? Well, yes, even that. It's all about the control factor. With a works four-cylinder 500, there aren't more than half a dozen men in the world capable of riding such a bike to its limits, so when someone with even a reasonable level of competence steps on board who isn't on that select list, it's the bike which is in charge - a fact you ignore at your peril. Doohan may dominate his NSR, Beattie browbeat his RGV - me, I'm happy to remember who's the boss and hold on tight for the ride.

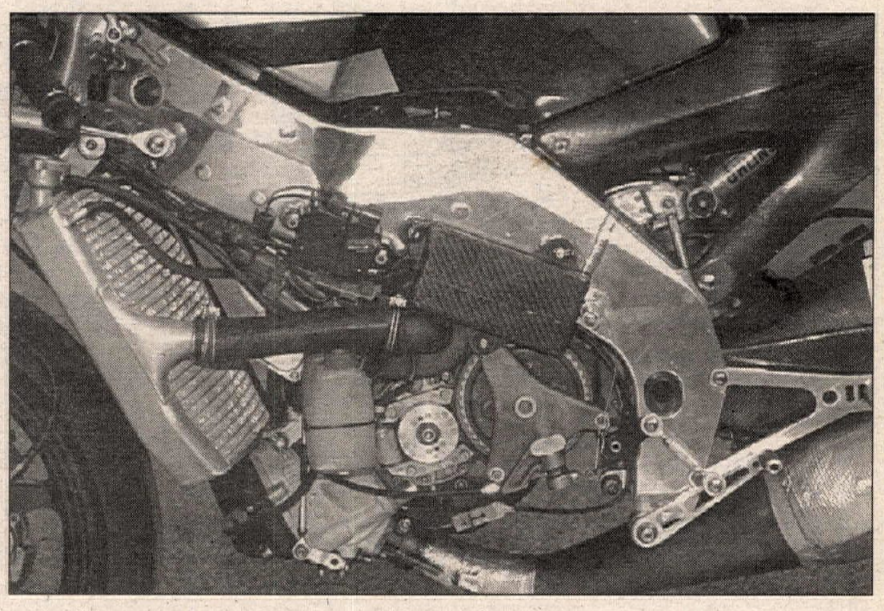
A superbike like Foggy's desmo isn't exactly a pussycat, but it's a lot more forgiving and easier to ride hard than a 500cc V-four. Still, even a V-twin four-stroke needs some serious muscle to make it do what you want, and there's still plenty of power available to unhook the back wheel and send you over the top. A 100-hp, works 250, on the other hand, is loads of fun: small, agile, fast yet controllable. Riding one of these is something you look forward to because you're in charge, not the bike. The only things that stop you lapping as fast as Max Biaggi are: a) he really is mad! and b) he's a lot better rider. But assuming you've passed that basic threshold of competence, the control factor doesn't come into it. You're the boss.

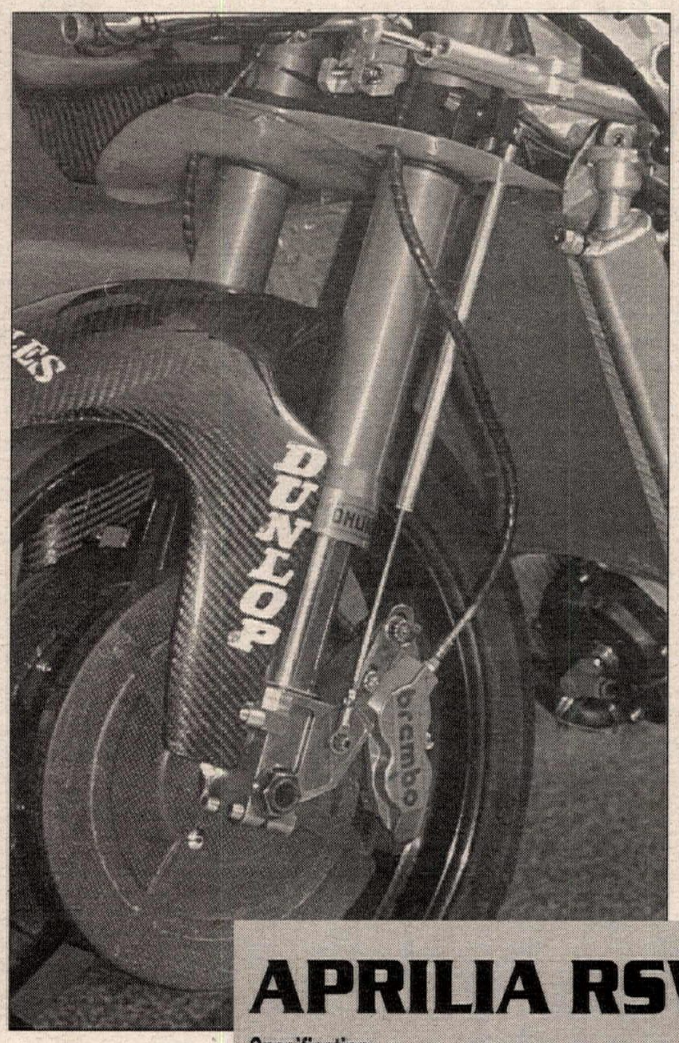
But now there's Reggiani's 250-on-steroids - and that's a different plate of spaghetti. On Aprilia's jumbo twin, there's the same compact build and easy handling as the Mad Maxmobile - only with added power. Result: thrills to go. This is the perfect Grand Prix motorcycle if your name isn't Mick Doohan: enough power to get you into trouble, but just enough controllability to make sure you're still the boss - well, most of the time, at least. Okay, so it's not as powerful or as fast as Mick-san's 500cc World Champion V-four - but then, so what? Here in the real world populated by us mere mortals, including a majority of the privateers who race ROC/Harris four-cylinder Yamahas to make up the numbers on 500cc GP grids, the control factor means that we can ride the Aprilia much harder, more enjoyably, and almost certainly faster than any four-cylinder. It's a formula for fun.

It's also incredibly hard to start. With two big pistons firing together and a 16:1 compression ratio, the approved method is for two mechanics who obviously work out pumping iron and running the marathon in their spare time to stick it in second gear, pull back on compression as with a four-stroke single, say a brief Ave Maria and run like hell. After that fails and it locks the back wheel, you start to wonder why they don't use rollers as we *supermonisti* do - but eventually it works, and there are smiles of relief all round, as the Aprilia chimes into action with a butch, bass bark from its twin exhausts that is total-

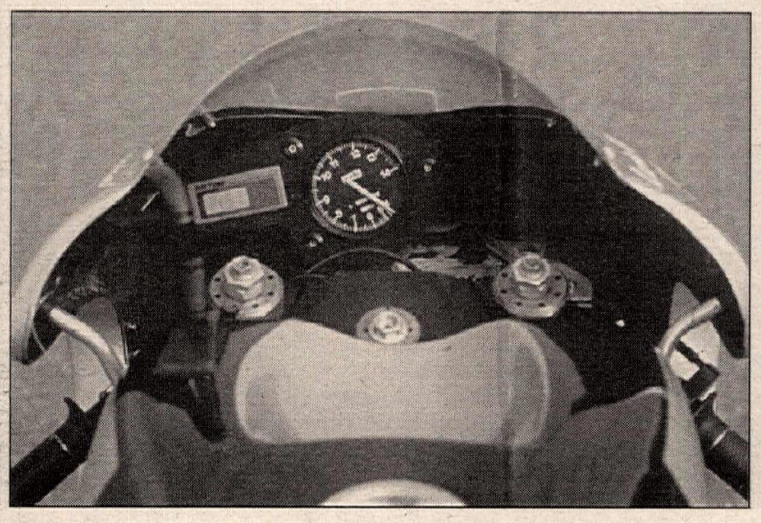


(Right) Though it's hard to tell by looking, there's a 410cc, rotary-valve V-twin wedged into that curvaceous aluminum frame. Chief race engineer Jan Witteveen says that with the help of a magnesium crankcase the RSV400's powerplant weighs the same as the company's championship-winning 250.
(Below) Ohlins front end is set up very stiff - it has to be. With the weight advantage, hard, late braking is one of the keys to turning quick laps on the RSV400.





(Above) The streamlined fairing provides good protection for the rider, and Loris Reggiani's low bars help keep the rider out of the slipstream. Further, (below) there is a cutout in the tank to accept the chin of the pilot's helmet.



ly different from anything else heard in a racing paddock today.

Snuggling into the cockpit of the RSV400 seems a bit like preparing to become top gun: You feel you're nestling in the bike, cocooned by bodywork a bit like in a fighter aircraft, with the narrow, domed screen acting as a cockpit canopy and the wide flanks of the streamlined fairing spreading over your shoulders. Reggiani's distinctive dropped handlebars allow you to tuck yourself down low to maximize straight-line speed and minimize drag, dropping the chin of your helmet to the deep cutout provided in the carbon-fiber fuel tank.

Now comes the tricky part: Engage bottom gear and prepare for takeoff. Actually, not tricky at all if you just want to cruise gently down pit lane and out onto the track: The RSV400 pulls cleanly from way down low and comes on strong from 9000 rpm upwards with the aid of the electronic power valve, even without any power-jet on the 39.5mm Dello'Orto flat-slides. But fast rewind, and now try to do the same thing in GP mode, by simulating a race start as I did the second time I exited the pits, after stopping to check the carburetion. Ohmigawd. Is this thing going to loop the loop, or what? As little, as light (223.3 pounds in the form I rode) and as short (1345mm wheelbase, 20mm longer than the 250) as the Aprilia is, gassing it up and dumping the clutch is an easy route to a monster wheelie. Only - you ain't goin' nowhere. Okay - try again: not much better - at least this time I was ready for the fly-by front wheel. But it's very hard to gas the Aprilia up hard from a standstill without having to back off the throttle to push the front end down in the bottom three gears because of the mega midrange torque - and it'll pull a pretty meaty wheelie even in fourth gear.

This means that throttle control is critical - just as on the NSR500. This is not a bike to gas wide open exiting a turn, unlike its 250 kid brother which is much more controllable in terms of power delivery. But the 400's pickup is very aggressive, meaning you must feed the power in carefully and gradually: Gas it wide open too early, and you'll have the back tire scrabbling for grip, or else you'll flood the motor - depending on the revs - and it won't pull cleanly until its cleared itself. The trick is to use the sweet-action gearbox with inbuilt speedshifter to keep the revs dialed way up high - the Aprilia likes to operate in its super-powerband between 10,000 and 12,500 rpm, which is where Reggiani shifts when he isn't taking advantage of the overrev to 13,000 - I tried it, and the power doesn't drop off much, though if you rev it any higher you will break the big end. But be overenthusastic with the right hand, and get ready to have the front wheel pop in the air while you're cranked over - a heady experience. I'm glad to say the new rear Dunlop proved capable of taking in its stride.

The way the little 400 accelerates out of corners may not be as potent as a 500 V-four, but it seems even faster because you think you're on a 250 and your terms of reference are out of synch. Result: more thrills. The engine picks up revs very quickly in spite of the big-bore cylinders, and it also runs very cool, too: 55 degrees is optimum, enough to make the mechanics rip some tape off the radiator to cool it down from 65 degrees when I stopped. There's a little bit of vibration through the footpegs, but not as much as I expected - though consid-

APRILIA RSV400

Specification

Engine	Water-cooled, 90-degree V-twin, rotary-valve two-stroke with twin contrarotating crankshafts and electronic guillotine power valve
Dimensions	Not disclosed
Capacity	410cc
Output	129 bhp at 12,200 rpm (at gearbox)
Compression ratio	16:1
Carburetion	2 x 39.5 mm Dell'Orto flat-slide (without power-jet)
Ignition	Nippondenso digital CDI with dry-cell 12v battery
Gearbox	6-speed extractable with inbuilt speed shifter
Clutch	Multiplate dry
Chassis	Fabricated aluminium twin-spar
Suspension	
Front	42mm Ohlins inverted telescopic forks
Rear	Carbon-fiber swingarm with APS rising-rate linkage and Ohlins shock
Head angle	21 degrees
Trail	76mm
Wheelbase	1345 mm
Weight	215.6 pounds with oil/water, without fuel tank
Weight distribution	54/46% static
Brakes	
Front	2 x 273mm Brembo carbon discs with four-piston Brembo calipers
Rear	1 x 184mm Brembo steel disc with two-piston Brembo caliper
Wheels/tires	
Front	3.10/4.80-17 Dunlop radial on 3.75-in. Marchesini wheel
Rear	175/60-17 Dunlop radial on 5.75-in. Marchesini wheel
Top speed	190.9 mph (Mugello)
Year of construction	1994
Owner	Aprilia SpA, Noale (VE), Italy

ering the only 500-class twins I had ridden before were a semi-vintage TR500 Suzuki and 375cc TZ Yamaha - both parallel twins without balance shafts - that's not surprising. It's worth paying due credit to the man who put the Aprilia concept into operation first, though - German Hans Becker, who finished fifth as a privateer in the 1991 World 500cc Championship on his little bored and stroked TZ250 Yamaha and beat V-four machines on more than one occasion.

But it's the combination of all this usable power and the sweet, responsive handling of the 250-based chassis that is so impressive - and addictive. You can stand the bike on its nose with the carbon brakes coming into a turn, flick it into the apex with lots of corner speed, and get hard on the gas much earlier than on a 500 V-four - and with heaps more confidence, too. You respect the Aprilia, but you aren't intimidated by it. In terms of size it still feels like you're riding a 250, with all the confidence from the agile handling that brings.

The front end gets light and the bars wiggle in your hands as you accelerate hard down the short straight to the next Mugello chicane - Reggiani has the steering set up quite loose, but the bike finds its own way just fine, and all those power wobbles aren't a problem in spite of the light weight. Fork settings for the upside down Ohlins are quite stiff - but hit those brakes and you'll find out why: The Aprilia's trump card is the turns, and how it brakes and goes around them. You don't want front-end dive as you trail brake into the apex - especially if you just finally managed to outbrake the V-four that has been zapping you in a straight line and getting in your way in the turns for the last few laps...

But what you do want is to keep on riding the RSV400 until the sun starts to set behind the Mugello mountains - but worries about engine mileage meant just eight laps, only enough to be convinced what a serious role the Aprilia could play in assuring the 500 class's future. Aprilia's intention was always to sell customer replicas if the bike proved competitive, and that will surely be an option for 1997 - provided there's a market. The problem is that the GP privateers such a bike would be aimed at need to sell their existing V-four equipment to finance the purchase of an Aprilia - or Honda NSR500V - and because there are no National 500cc Championships anymore, there's no second-hand market for five-year-old ROC Yamahas.

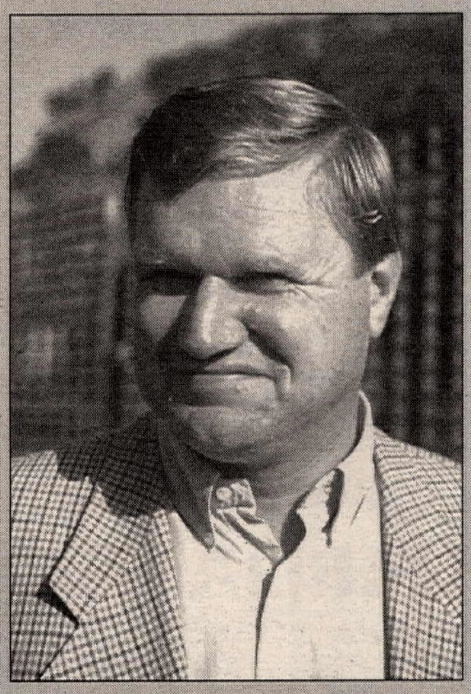
But the new V-twins could yet turn a page in 500cc class evolution: Buying and maintaining a V-twin 500 would be no more expensive than running a kitted superbike - in which case, here is also surely the basis for European and Japanese 500cc Championships, which in turn would have the benefit of providing a nursery for 500cc GP riders of the future. GP privateers and budding Mick Doohans alike would find a V-twin like the Aprilia cheaper to buy, less costly to maintain, easier to ride and above all more fun to compete on than a four-cylinder bike. Aprilia has invented a new kind of GP motorcycle - but remember, its seriously addictive. CN

Aprilia RSV 400: How and why

The man behind Aprilia's onslaught on 500cc-class convention with their petite twin is chief race engineer Jan Witteveen, the man who delivered Aprilia boss Ivano Beggio two World titles in both the 250cc class with Max Biaggi, and the 125cc category with Alessandro Gramigni and Kazuto Sakata. The commercial benefits in terms of Aprilia street bike sales that this GP success delivered, earned the Dutchman heaps of brownie points - explaining Beggio's decision to give the green light to a project Witteveen had personally coveted for several years: to develop a jumped-up 250 twin for the 500cc class.

Bimota had the same idea back in 1990, but opted instead to build a high-tech, full 500cc, V-twin street stroker that will finally go on sale next year. That wasn't at all what Witteveen had in mind.

"At the Donington Park GP in 1993 when (Jean-Philippe) Ruggia won the 250cc race on our bike," he explains, "he lapped faster than all the 500s except Cadalora, who won the race but was only two-tenths of a second quicker than the Aprilia. For quite a few years I'd wanted to build a jumbo 250 twin for the 500 class - and now that the lap times of the two classes had got so close, especially with circuits becoming slower and tighter, the time was right to try."



The key to the project was the weight advantage offered by FIM rules to twin-cylinder bikes in the 500cc class - a 100kg (220 pounds) minimum weight (actually, 215.6 pounds without the fuel tank, as GP bikes are now measured) compared to the 130kg (286 pounds) weight limit for the fours that are the class standard - and 95kg (209 pounds) for the 250 class.

"The idea of a twin with more engine performance than a 250, but the same high corner speeds and braking advantages, became very attractive once four-cylinder lap times stopped improving," says Witteveen. "Nobody knows if there's a quantum limit to four-cylinder performance, or if so, what that is - but it is a fact that even with the introduction of Big Bang engine technology which makes the bikes easier to ride, 500cc lap times have stayed essentially static for several years, in spite of better tires, better suspension, and ongoing work by all the manufacturers. But 250 times have kept improving, so a jumbo 250 with a favorable power-to-weight ratio which still kept the same characteristics in terms of engine performance and handling had to be a viable option."

A series of computer simulations using many different circuits seemed to confirm this - so Aprilia embarked on the 400 V-twin project in September '93, and had a bike ready for testing six months later, having designed and built it entirely themselves, with no input from their Rotax engine partners. When Loris Reggiani qualified the new bike on the second row for its first GP at Jerez in May '94, and finished ninth in the race, the Italian pocket rocket's real potential was confirmed. Or so it seemed...

In fact, those Spanish GP points were the only ones the little Aprilia scored all year in its 1994 debut season, a rash of seizures causing the team to withdraw the bike from action after four races (in spite of the hefty fines they had to pay for no-showing under the loopy Dorna/IRTA system), to allow them to concentrate on winning their inaugural 250cc world crown with Biaggi, and to develop new parts for the 400.

"It wasn't only piston seizures we suffered, but a variety of problems we encountered once we tried to increase power which we needed new parts to cure," says Witteveen. "But to be honest, I thought we'd have more trouble than we did. Over last winter we considerably improved the whole package, with a new chassis designed specifically for the bike rather than a modified 250 frame, as well as 15-18 bhp more power than in '94. More importantly, we made the engine reliable - we had only one mechanical problem all season in '95, when a big end went in Donington."

The result was a string of top-10 finishes for Reggiani on the little 400, culminating with a glorious finale at Catalunya in October, when he got the better of a race-long duel with Scott Russell's works Suzuki to finish seventh, showing that the Aprilia is now capable of competing with the four-cylinder works bikes, not just the privateer V-fours that had been its sparring partners in the early days.

Though declining to reveal the engine's exact bore and stroke, beyond the fact that it's been the same from day one of the project, Witteveen discloses that the Aprilia's true capacity is 410cc, rather than the rumoured 380cc, and that both cylinders have the same dimensions, not a differential capacity as the GP paddock rumor mill has insisted. While following the same 90-degree V-twin rotary-valve layout as Biaggi's title-winning 250, with twin contrarotating cranks that remove the need for a balance shaft to eliminate vibes, there are no common parts between the two engines even though they're interchangeable, thanks to identical engine mounts - the 400 crankcases have to be stronger, to cope with the extra power, and of course cylinders, heads, pistons, rods etc. are obviously different, though without using any exotic materials like titanium or ceramics. In that case, why not build a full 500, as Honda has now opted to do after deciding to follow Aprilia's lead with their new NSR500V V-twin?

"It was important for me to keep the same characteristics as a 250 in terms of power delivery, handling and, above all, revs," says Witteveen. "I decided on 410cc from the very beginning as the maximum engine capacity which allows this to be done - any bigger, and to achieve reliability you must lose revs because of piston speed and reciprocating weight, which stops it being like a 250 to ride. Also, I believe 410cc is the break-even point for horsepower: Increasing displacement would bring more torque, but not more power - only one or two bhp more."

Though 3000cc Formula 1 car engines now rev to 16,400 rpm in 10-cylinder form, the Aprilia's piston speed has now surely broken the 25-meters-per-second barrier reliably - a considerable achievement. In its present form the 410cc motor is safe to 13,000 rpm, and delivers 129 bhp at 12,200 rpm at the gearbox, running on the same 39.5mm Dell'Orto flat-slides without powerjets as the 250 - compared to around 180-190 bhp for the works V-fours weighing 66 pounds more. Aprilia's next step this past season - once they got power up and the engine reliable - was to start trimming weight from the 108kg (237 pounds) form in which the bike raced in '94. The engine actually weighs the same as Biaggi's 250, says Witteveen, because the smaller bike meets its own class limit easily, so for example they use aluminium crankcases whereas the 400's are magnesium, thus scaling 1.8 kilograms (3.9 pounds) less in spite of being beefier. So the 5kg (11 pounds) weight difference between the two bikes comes down to the chassis, which, though the 400 has a longer swingarm to help keep the front wheel on the ground, share identical geometry and the same wind-tunnel-developed bodywork.

A constant flow of lightweight parts like the beautifully crafted combined carbon-fiber swingarm and rear fender, or the Ferrari Engineering carbon-fiber wheels, down to such attention to detail as a smaller body for the rear Ohlins shock, gradually pared the weight down to close to the 100-kilo (220 pound) mark, which Witteveen says the bike now meets, depending on the tires chosen: Thicker carcass tires can raise the weight by a kilogram or more to over 101 kilograms!

So after two out of the three years Aprilia boss Ivano Beggio gave the 400 project to prove itself, how does Papa Witteveen feel about bringing up Baby: pleased, satisfied, or disappointed?

"I'm honestly happy with what we've achieved so far - I thought we'd have more problems getting competitive power reliably than we have. We're exactly where I hoped to be: The first year was supposed to consist of finding out the problems, the second of resolving them and getting competitive horsepower, and the third of getting results - that's why we used Reggiani, who's an excellent development riders for the first two seasons, and have signed (Doriano) Romboni for next year, though I hope Loris will still be with us as second rider, still in a development role. I didn't expect the wheelie problem, and this is a crucial factor not only during the race, but especially at the start: The bike is very hard to get off the line without losing time having to back off when the wheel comes up, that allows the fours you outqualified to beat you into the first turn, and then you have to spend the rest of the race getting past them. Our goal is to have the same usable acceleration as the fours, so we can stay with them in a straight line and then use our superior braking and cornering to get past them. With 140 bhp we'll be able to do this, and I believe we can have that reliably in '96 by exchanging some of our excessive midrange power for more top-end performance.Our bike is already quite fast - 308 kph (190 mph) at Mugello - but the problem is getting there, in terms of acceleration. We can surely resolve this - and Honda's decision to follow us by building a twin for the 500cc class has made us want to try even harder!"

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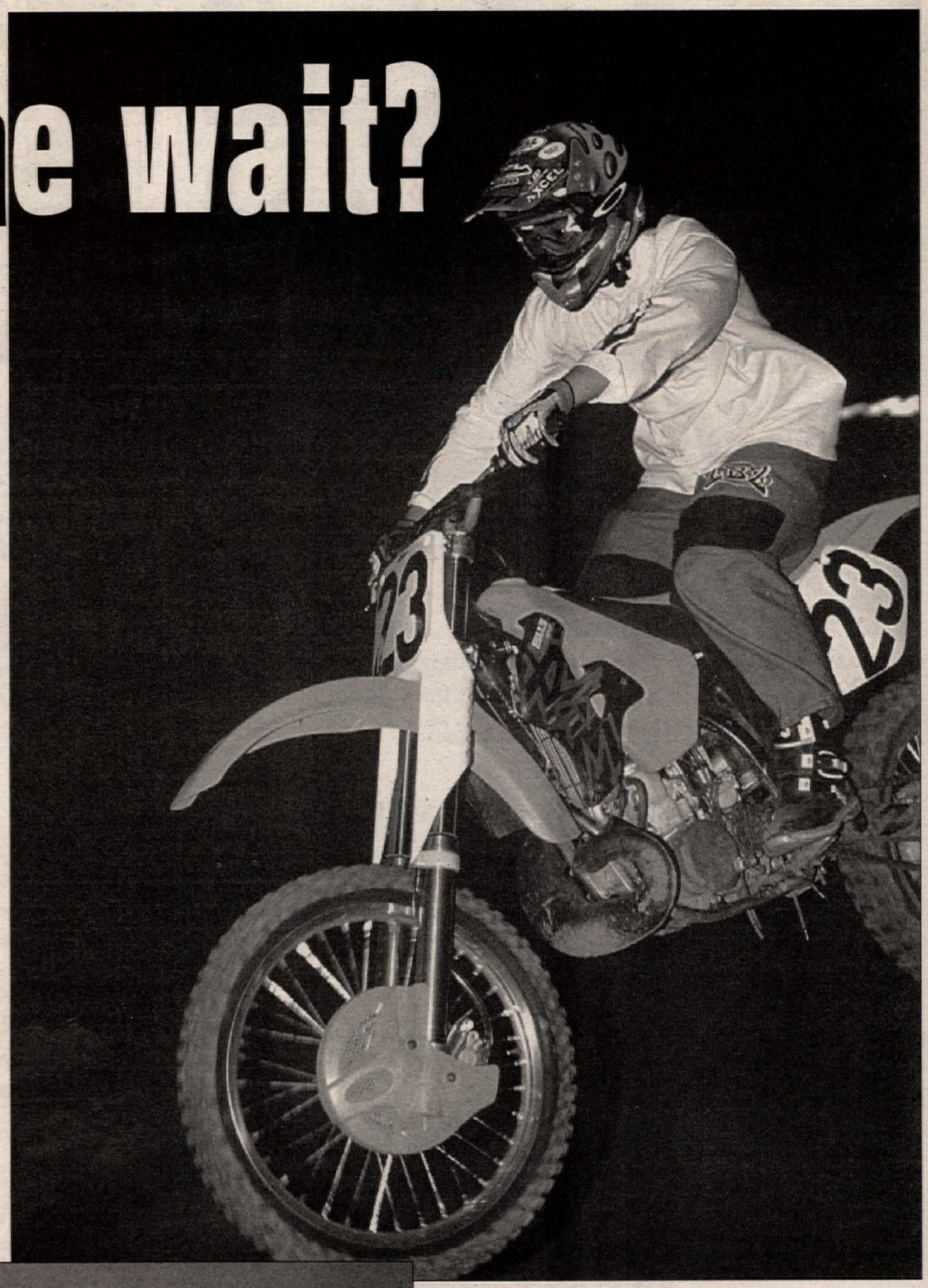
Worth the wait?



By Donn Maeda
Photos by Kinney Jones and Kit Palmer

Remember the Gallo Wine television commercial in which Orson Wells sternly announced that they would "serve no wine before it's time?"

Apparently, Roger DeCoster does.

Though the 250cc motocross machines from Honda, Kawasaki and Yamaha were released to the public well over two months ago, DeCoster refused to affix his stamp of approval on the 1996 Suzuki RM250 until he was satisfied with what he saw. Consequently, the first quarter-liter 'Zooks won't arrive on dealership floors until mid-December.

Though DeCoster's influence won't be readily apparent until the '97 production line (the '96 RM250 was already mostly developed by the time DeCoster signed with Suzuki at the beginning of the '95 season), the five-time World MX Champion was able to make quite a few changes to the bike before it was sent into production. Reportedly, DeCoster's biggest gripes were with the RM's frame geometry, suspension settings and the motor's powerband, and the long delay in production was necessary in order to accommodate DeCoster's demands.

So, you ask, was it worth the wait? In a nutshell, yes. Without a doubt, the yellow and purple machine is the best 250 that the manufacturer has produced in many years.

ROGER SAYS...

Basically, everything about the latest RM is all-new. We'll start with the engine. For several years now, Suzuki was the last manufacturer to use case-reed induction on their 250cc machines. While the design is excellent for producing hard-hitting power and is the current standard for every current 125cc machine, a piston-reed induction system produces a better spread of power for 250cc machines. A new reed valve accompanies the new induction format, and additional changes include a longer stroke and new power-valve system. Take a look at the right side of the motor, and something looks odd. Suzuki engineers located the water pump *inside* the crankcases, and claim that the new design is sleeker and offers better protection for the delicate mechanism. A new push-rod clutch system replaces the rack-and-pinion design, and larger clutch plates complete the engine package. Spent gasses are expelled through a new low-boy pipe.

On to the chassis. Suzuki has finally caught up to Kawasaki, Honda and Yamaha with their totally redesigned steel frame - it finally boasts a *fully* removable, aluminum-subframe tail section! For years, RM owners have cursed the one-sided design and longed for a completely removable piece. The new design makes shock maintenance a hundred times easier, and decreases the frame's overall weight as well.

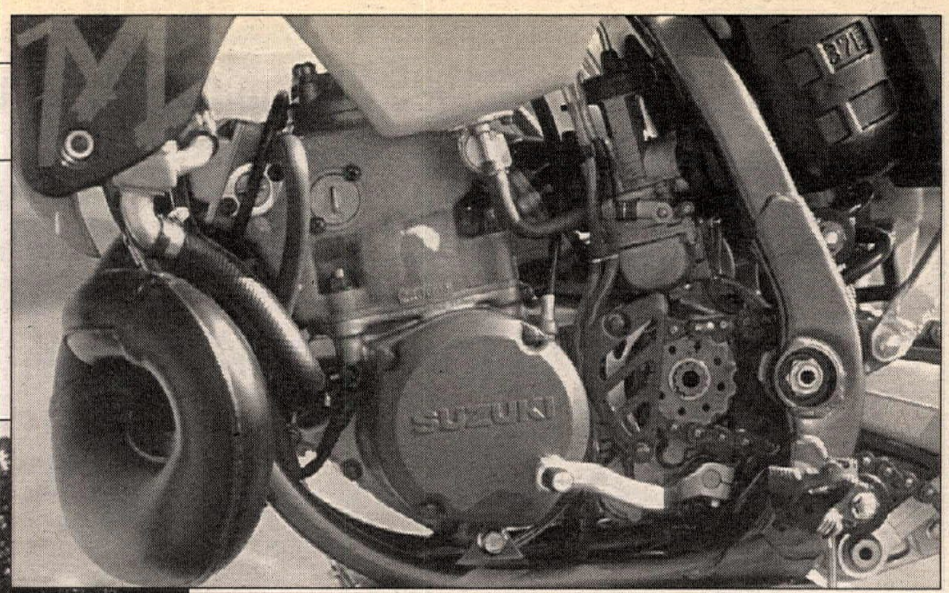
(Left) The 1996 Suzuki RM250 is without a doubt the best 250 offered by Suzuki in many years. The all-new bodywork is both good-looking and functional.

Showa's new 49mm Twin Chamber conventional fork graces the front end of the new RM. The Twin Chamber design - a fixture in the Suzuki front end for three years now - completely separates the oil and air inside the fork and is said to produce better, more-consistent damping action. The large 49mm tubes, coupled with the low-underhang design, is said to combine the best features of both inverted and conventional forks. A larger front axle adds to the greater rigidity of the new front end.

Out back, an all-new Showa shock compliments the new forks. The shock boasts a longer suspension stroke and in turn, produces a smoother ride. A new link-type shock linkage features more progressive ratios that compliment the shock.

New brake-pad material, a new caliper body and aluminum caliper brackets constitute the upgraded brake system, while a new folding pedal and shorty lever handle the rider controls.

And of course, the most noticeable change is the new bodywork. Suzuki opted to ditch the full-coverage radiator-



(Left) The 49mm Showa conventional forks are too soft in stock condition. (Right) The RM250 has an excellent motor. The new powerband is much tamer than previous Suzuki offerings.

(Left) The RM can carve an inside line as well as any of its competitors. The bike is a great all-around package.

shroud design in favor of the traditional fuel-tank/shroud combo, claiming that the "old school" design is sleeker and not as bulky. Everything from the rear fender to the front-disc guard was redesigned - well, maybe the front fender was left alone - and the result is an aggressive-looking yellow, purple and red machine.

Last year, the RM250 was the least-favorite of all the machines in the *Cycle News* garage. As a matter of fact, we even returned the machine to Suzuki before its due date. Why? There were two main reasons: First, the case-reed induction motor produced a violent, hard-to-control burst of power that made riding the RM more work than pleasure. Second, the bike was a big-time swapper. More than one test rider was caught off guard by the RM's tendency to wag its tail, and the abrupt power delivery of the motor did nothing but amplify the bike's sketchy handling traits.

Don't worry, the new RM250 is far from being the same.

The new RM engine is impressive. Power starts way down low and throttle response is immediate. It seems as though the Honda CR250 is the standard by which many go, so that's what we'll compare the RM to. The RM actually feels as if it has more low end than the CR, and throttle response down low is definitely better. Though the mid-range surge produced by the all-new powerplant isn't as impressive as the Honda's, it's pretty stinkin' close. For the first time in recent memory, the RM250 engine doesn't light up the rear wheel and break traction. Instead, the transition between low-end and midrange power is smooth and predictable. The motor is equally happy being chugged or revved. Top-end power isn't as incredible as it was on the old RM engine, but there were few mortals who could use all that high-end power, anyway. The RM begins to taper off at about 8000 rpm, but continues to pull with authority.

The RM was fun to ride on every track we visited - Carlsbad Raceway (slippery hard-pack), Starwest Supercross (moist and tacky), Castaic MX Park (tacky/hard-pack), Perris Raceway (sandy) and Rainbow MX Park (loamy). The bike finds traction where the '95 RM could only dream of doing so. On stadium-type jumps, a quick twist of the throttle and stab at the clutch lever was all that was needed to send the RM skyward.

And speaking of the clutch, the feel and action are buttery-smooth. RMs have always had great-feeling clutches and gearboxes - this one is better yet.

The only complaint that we had with the new powerplant is the amount of engine noise it emits. In low-rpm situations when the aforementioned quick twist of the throttle and stab at the clutch lever are taken, the RM emits a clanky sound that you might expect from a much older machine. Maybe the silencer is too quiet and it allows you to hear too much of the engine - who knows? We bolted on a Bill's Pipe exhaust and silencer that was a bit louder than the stock units and instantly forgot about the clapped-out sounds. In addition, the pipe livened up the midrange and added a tad up on top.

Right out of the crate, the RM's front and rear suspension are on the soft side for most riders. The bike worked well on the choppy surfaces at Perris Raceway and Carlsbad - the plush settings soaked up the small holes and square edges admirably. The larger hits found at Rainbow and the stadium-style tracks, however, caused the RM's suspenders to bottom with regularity. Even under the harshest landings, however, the front end never transmitted a metal-to-metal sensation to the rider. The bottoming sensation encountered on the conventional Showas is much easier to deal with than that of an inverted fork. As always, slap-down landings are magical with the conventional forks. The conventional design exhibits just enough flex to keep such landings from transmitting a bone-jarring impact up through the rider's arms.

When are the conventional forks too flexy? Testers said that they felt the front end wallow a bit in the stadium whoops at Rainbow, as well as in high-speed loamy berms. Slamming into a soft wall of dirt causes the front end to exhibit an overly flexy feel.

The rear end is surprisingly good, in comparison to past RMs. Uncontrollable swaps are a thing of the past, but we can't decide whether that's a result of a better suspension design or the new rider-friendly power delivery. But who cares? It works. Like the front end, the rear is a bit soft in stock condition. A stiffer spring would likely help.

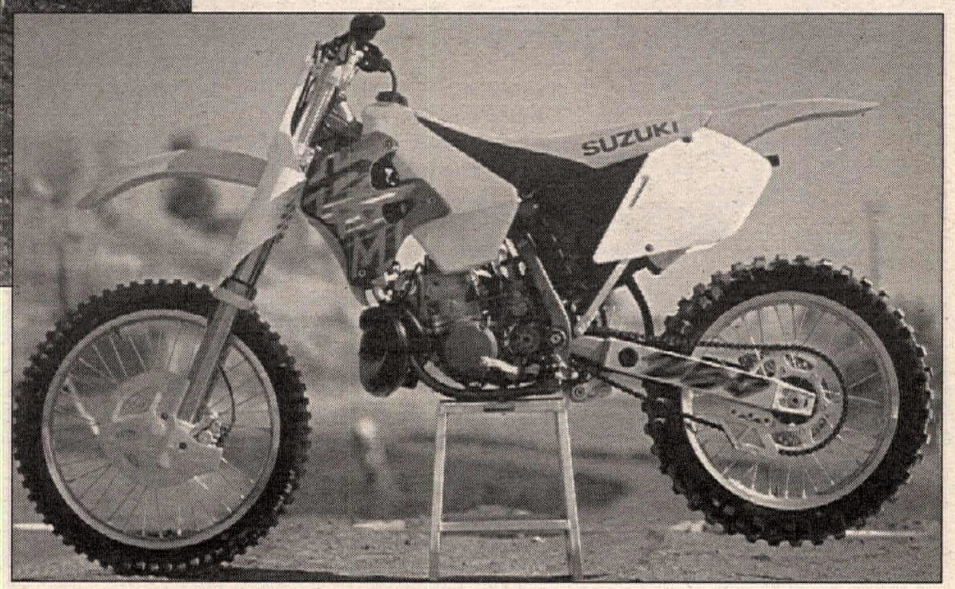
Though the chassis and geometry are all-new, the RM hasn't lost any of it's cut-and-thrust prowess. Inside lines are a dream come true aboard the RM - point it, and it shall go. The bike is an exceptional slider when in the hands of a rider with good throttle control. Where does the RM falter? High speeds are the RM's weak point. No, headshake isn't the problem - the bike just has a twitchy feeling while at high speed.

Without a doubt, this is the easiest to maneuver on and most comfortable RM ever made. The new bodywork and low center of gravity give the RM a light feel that inspires confidence, especially in the air. Go from standing to sitting on the RM, and you're almost automatically positioned up front over the gas tank, where you should be. It's almost impossible to "goon ride" on the back of the seat, as the bike sucks you into the proper position.

As for the rest of the bike, most of the fine details get the thumbs up. Brake action is strong and controllable. Routine maintenance is easier to perform, thanks to the new bodywork. The stock handlebars offer a comfortable rider position. The two-material seat cover is strong and resists knee-brace abuse. The rear fender no longer looks like a pit signal board. The front-number-plate design is clean and keeps the front brake cable out of harm's way. New, wider footpegs are easy on the rider's feet.

Obviously, the RM250 has gone from being the least-favorite to one of *the* favorites among the *Cycle News* staff. As a matter of fact, we're trying to convince American Suzuki to let us add our early-return '95 bike time to the '96 loan period.

Our fingers are crossed... CN



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Suzuki RM250T

Specifications

List Price	$5499
Displacement	249cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore x stroke	67 x 70.8mm
Compression ratio	9.0-9.8:1
Carburetion	38mm Keihin
Ignition	Electronic
Transmission speeds	5
Starting system	Kick
Fuel capacity	2.2 gal.
Wheelbase	58.1 in.
Rake/trail	28°/117mm
Seat height	37.4 in.
Front tire	80/100-21
Rear tire	110/90-19
Front wheel travel	1.8 in.
Rear wheel travel	12.4 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	213 lbs.

LEADERBOARD

1995 Championship Point Standings

Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 10 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (293/6 wins)
2. Mike Hale (Hon), Carrollton, TX (268/2 wins)
3. Tom Kipp (Yam), Mentor, OH (254)
4. Fred Merkel (Suz), Stockton, CA (228)
5. Dale Quarterley (Duc), Westfield, MA (210)
6. Pascal Picotte (Kaw), Canada (198)
7. Mike Smith (Duc), Canton, GA (195)
8. Steve Crevier (Kaw), Canada (194)
9. Freddie Spencer (Duc), Shreveport, LA (193/1 win)
10. Thomas Stevens (Suz), Sanibel Island, FL (182)

AMA 600cc SUPERSPORT SERIES
(After 11 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (377/9 wins)
2. Mike Hale (Hon), Carrollton, TX (282/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (273)
   Thomas Wilson, Oregon, OH (273)
5. Michael Barnes (Kaw), Boca Raton, FL (264)
6. Hikaru Miyagi (Hon), Japan (251)
7. Steve Crevier (Kaw), Canada (247)
8. Pascal Picotte (Kaw), Canada (225)
9. Larry Pegram (Hon), Baltimore, OH (214)
10. Brian Parriott (Hon), Calistoga, CA (169)

TOM KIPP

AMA 750cc SUPERSPORT SERIES
(After 10 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (313/3 wins)
2. Fred Merkel (Suz), Stockton, CA (270/7 wins)
3. Thomas Wilson (Kaw), Oregon, OH (251)
4. James Randolph (Kaw), Santa Rosa, CA (214)
5. Hikaru Miyagi (Hon), Japan (189)
6. Mark McDaniel (Suz), Birmingham, AL (185)
7. Aaron Yates (Suz), Milledgeville, GA (179)
8. Fritz Kling (Yam), Lansing, MI (148)
9. Donald Jacks (Suz), St. Cloud, FL (141)
10. Anthony Lupo (Yam), San Rafael, CA (135)

AMA 250cc GRAND PRIX SERIES
(After 10 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (324/7 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (286)
3. Chuck Sorenson (Yam), Livermore, CA (284)
4. Mike Sullivan (Yam), Centralia, WA (239)
5. Randy Renfrow (Hon), Fredericksburg, VA (228)
6. Greg Esser (Yam), Pompano, FL (212)
7. Bobby Keith (Yam), Redwood City, CA (196)
8. Jason Paden (Yam), Salida, CA (182)
9. Jeff Vos (Apr), Holland, MI (180)
10. Mark Foster (Yam), San Juan Capistrano, CA (163)

AMA H-D SUPERTWINS SERIES
(After 11 of 11 rounds)

1. Scott Zampach (H-D), Milwaukee, WI (303/3 wins)
2. Shawn Higbee (H-D), Marina Del Rey, CA (285/4 wins)
3. Matt Wait (H-D), Modesto, CA (281/1 win)
4. Eric Bostrom (H-D), Redondo Beach, CA (265)
5. Matthew Guidera (H-D), Citrus Heights, CA (242)
6. Billy Graef (H-D), Sheboygan, WI (235)
7. Ben Bostrom (H-D), Redondo Beach, CA (228)
8. Andy Fenwick (H-D), Neenah, WI (221)
9. Brian Gibbs (H-D), Stockbridge, GA (206)
10. Mario DuHamel (H-D), Canada (200)

AMA 125cc GRAND PRIX SERIES
(After 9 of 9 rounds)

1. Rodney Fee (Hon), Los Angeles, CA (273/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (257/1 win)
3. Masahiro Iizuka (Hon), Japan (227/4 wins)
4. Billy Graef (Yam), Sheboygan, WI (199)
5. Mike Mondo (Hon), Pleasant Hill, CA (176)
   Todd Bowman (Hon), Canada (176)
7. David Pare, (Hon), Elk Grove, CA (165)
8. Kevin Murray (Hon), Vista, CA (163)
9. Roland Sands (Hon), Long Beach, CA (132)
10. Nancy Delgado (Hon), Atlanta, GA (106)

500cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Michael Doohan (Hon), Australia (248/7 wins)
2. Daryl Beattie (Suz), Australia (215/2 wins)
3. Luca Cadalora (Yam), Italy (176/2 wins)
4. Alex Criville (Hon), Spain (166/1 win)
5. Shinichi Itoh (Hon), Japan (127)
6. Loris Capirossi (Hon), Italy (108)
7. Alex Barros (Hon), Brazil (104)
8. Alberto Puig (Hon), Spain (99)
9. Norifumi Abe (Yam), Japan (81)
10. Loris Reggiani (Apr), Italy (52)

250cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Max Biaggi (Apr), Italy (283/8 wins)
2. Tetsuya Harada (Yam), Japan (220/1 win)
3. Ralf Waldmann (Hon), Germany (203/3 wins)
4. Tadayuki Okada (Hon), Japan (136)
5. Jean-Philippe Ruggia (Hon), France (115)
6. Nobuatsu Aoki (Hon), Japan (105)
7. Luis d'Antin (Hon), Spain (88)
8. Kenny Roberts Jr. (Yam), Modesto, CA (82)
9. Doriano Romboni (Hon), Italy (75/1 win)
10. Oliver Jacque (Hon), France (66)

125cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Haruchika Aoki (Hon), Japan (224/7 wins)
2. Kazuto Sakata (Apr), Japan (140/2 wins)
3. Emilio Alzamora (Apr), Italy (129/1 win)
4. Akira Saito (Hon), Japan (127)
5. Dirk Raudies (Hon), Germany (124.5/1 win)
6. Stefano Perugini (Apr), Italy (118)
7. Masaki Tokudome (Hon), Japan (105.5/1 win)
8. Tomomi Manako (Hon), Japan (102)
9. Hideyuki Nakajoh (Hon), Japan (88)
10. Peter Oettl (Apr), Germany (76)

WORLD SUPERBIKE CHAMPIONSHIP
(After 12 of 12 rounds)

1. Carl Fogarty (Duc), England (478/13 wins)
2. Troy Corser (Duc), Australia (339/4 wins)
3. Aaron Slight (Hon), New Zealand (323/2 wins)
4. Anthony Gobert (Kaw), Australia (222/2 win)
5. Yasutomo Nagai (Yam), Japan (188)
6. Simon Crafar (Hon), New Zealand (187)
7. Fabrizio Pirovano (Hon), Italy (178)
8. Pier-Francesco Chili (Duc), Italy (160/1 win)
9. Mauro Lucchiari (Duc), Italy (156/2 wins)
10. John Reynolds (Kaw), England (155)

Motocross

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Country, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 10 of 10 rounds)

1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mt. Pleasant, PA (147)
4. Tim Ferry (Kaw), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

AMA WESTERN REGIONAL 125cc SX SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Ft. Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)

DAVEY YEZEK

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 12 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (526/7 wins)
2. Jeff Emig (Yam), Riverside, CA (466/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (389/2 wins)
4. John Dowd (Yam), Chicopee, MA (363)
5. Kyle Lewis (Yam), Rosamond, CA (302)
6. Larry Ward (Yam), Florence, SC (285)
7. Mike LaRocco (Kaw), South Bend, IN (256/1 win)
8. Phil Lawrence (Kaw), Menifee, CA (242)
9. James Dobb (Hon), Dayton, OH (236)
10. Greg Albertyn (Suz), Corona, CA (222)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Steve Lamson (Hon), Pollock Pines, CA (467/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (462/2 wins)
3. Damon Huffman (Suz), Acton, CA (435)
4. Mike Brown (Hon), Gray, TN (421/1 win)
5. Mickael Pichon (Kaw), Shelby, NC (349)
6. Robbie Reynard (Kaw), Moore, OK (328/2 win)
7. Tim Ferry (Suz), Palm Harbor, FL (254/1 win)
8. Chad Pederson (Hon), Ft. Dodge, IA (244)
9. Scott Sheak (Suz), Germantown, NY (210)
10. Denny Stephenson (Suz), Omaha, NE (207)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Alessandro Puzar (Hon), Italy (340/4 wins)
2. Alessio Chiodi (Yam), Italy (337/4 wins)
3. Sebastien Tortelli (Kaw), France (266/1 win)
4. Jimmy Button (Hon), Corning, NY (201)
5. Mikael Maschio (Yam), Italy (186/1 win)
6. Claudio Federici (Yam), Italy (171/1 win)
7. Michele Fanton (Kaw), Italy (169)
8. Dave Strijbos (Suz), Holland (167)
9. Frederic Vialle (Kaw), France (166)
10. Massimo Bartolini (TM), Italy (157)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 15 of 15 rounds)

1. Stefan Everts (Suz), Belgium (423/5 wins)
2. Marnicq Bervoets (Suz), Belgium (380/4 wins)
3. Tallon Vohland (Kaw), San Jose, CA (338/1 win)
4. Kurt Nicoll (Hon), Great Britain (332/1 win)
5. Peter Beirer (Hon), Germany (283)
6. Pedro Tragter (Suz), Holland (256)
7. Andrea Bartolini (Yam), Italy (251/3 wins)
8. Bob Moore (Yam), Canyon Country, CA (291)
9. Werner DeWit (Suz), Belgium (179)
10. Peter Iven (Kaw), Belgium (164)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 12 of 12 rounds)

1. Joel Smets (Hbg), Belgium (344/5 wins)
2. Trampas Parker (KTM), Shreveport, LA (302/2 wins)
3. Darryll King (Kaw), New Zealand (261)
4. Peter Johansson (Hus), Sweden (236)
5. Jacky Martens (Hus), Belgium (194/2 win)
6. Gert Jan Van Doorn (Ver), Holland (161)
7. Gerald Delepine (Hon), Belgium (150/2 wins)
8. Shayne King (KTM), New Zealand (134)
9. Johan Boonen (Hus), Belgium (129/1 win)
10. Peter Dirkx (Hon), Belgium (100)

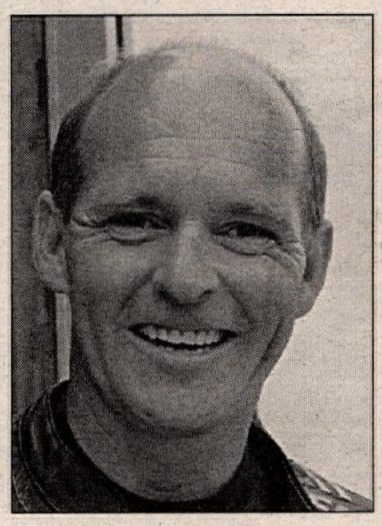
Dirt Track

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 23 of 23 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (320/10 wins)
2. Rich King (Hon), Waterloo, IA (226/1 win)
3. Chris Carr (H-D), Valley Springs, CA (220/3 wins)
4. Will Davis (Hon), Goldsboro, NC (200/1 win)
5. Kevin Atherton (H-D), White Pigeon, MI (182/1 win)
6. Steve Morehead (H-D), Findlay, OH (154/1 win)
7. Jay Springsteen (H-D), Lapeer, MI (144/1 win)
8. Ronnie Jones (Hon), Oklahoma City, OK (122)
9. Kevin Varnes (Hon), Pottstown, PA (117/2 wins)
10. Dave Camlin (H-D), Rock Island, IL (108/1 win)

AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES
(After 16 of 16 rounds)

1. Mike Hacker, Prince George, VA (247/4 wins)
2. Jay Springsteen, Lapeer, MI (220/8 wins)
3. Jason Fletcher, Warren, CT (128)
4. Matt Wait, Lodi, CA (110/2 wins)
5. Georgie Price IV, Sicklerville, NJ (107)
6. Nate Wait, Lodi, CA (100)
7. Doug Beattie, Canada (86)
8. James Hart, Centralia, IL (90/1 win)
9. Jess Roeder, Monroeville, OH (86)
10. Lance Jones, Ohatchee, AL (79/1 win)



STEVE MOREHEAD

Speedway

WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES
(After 6 of 6 rounds)

1. Hans Nielsen, Denmark (103/1 win)
2. Tony Rickardsson, Sweden (88)
3. Sam Ermolenko, Cypress, CA (83)
4. Greg Hancock, Costa Mesa, CA (82/1 win)
5. Billy Hamill, Monrovia, CA (80/1 win)
6. Mark Loram, Great Britain (77)
7. Chris Louis, Great Britain (77)
8. Henka Gustafsson, Sweden (73)
9. Tomasz Gollob, Poland (73/1 win)
10. Tommy Knudsen, Denmark (67/2 wins)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(After 10 of 10 rounds)

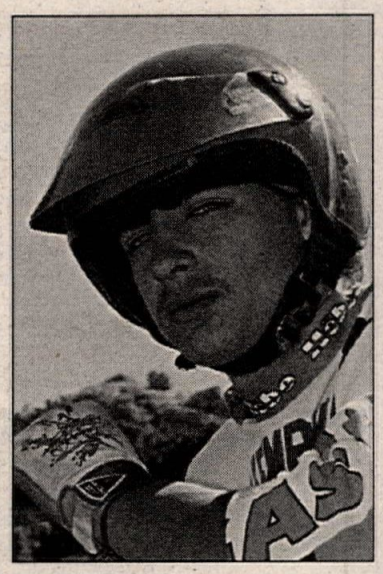
1. Jordi Tarres (G-G), Spain (179/5 wins)
2. Marc Colomer (Mon), Spain (171/4 wins)
3. Tommi Ahvala (Fan), Finland (130/1 win)
4. Doug Lampkin (Bet), Great Britain (118)
5. Joan Pons (G-G), Spain (114)
6. Donato Miglio (G-G), Italy (94)
7. Bruno Camozzi (Bet), France (81)
8. Steve Colley (G-G), Great Britain (73)
9. Amos Bilbao (Bet), Spain (63)
10. Kenichi Kuroyama (Bet), Japan (53)

NATIONAL TRIALS SERIES
(After 11 of 11 rounds)

1. Geoff Aaron (Bet), Redding, CT (180/6 wins)
2. Ryan Young (G-G), Lexington, KY (170/4)
3. Olivier Clamagirand (G-G), Brea, CA (138)
4. Jess Kempkes (G-G), Lincoln, NE (123/1)
5. Raymond Peters (Fan), Moreland, NY (108)
6. Lonny Hallsted (Bet), Clackamus, OR (103)
6. Matt Moore (G-G), Sapulpa, OK (85)
7. Chuck Sutton (Bet), NM (85)
8. Ryon Bell (G-G), Canada (82)
10. Dennis Sweeten (Bet), Salem, OR (81)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (193/5 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (186/3 wins)
3. Steve Hatch (Suz), Ithaca, NY (144)
4. Kelby Pepper (Kaw), Center, CO (128/1)
5. Mike Lafferty (Kaw), Millville, NJ (127)
6. Kevin Bennett (Hon), Milleville, NJ (78)
7. Alan Randt (KTM), Lansing, MI (74)
8. Mat Stavish (KTM), Blaine, MN (72)
9. James Gray (KTM), Gunnison, CO (50)
10. George Waller (Kaw), Pleasant Grove, AL (34)



JESS KEMPKES

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 6 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)
2. Greg Zitterkopf (KTM), Chino, CA (96)
3. Ty Davis (Kaw), Hesperia, CA (80/1 win)
4. Drey Dircks (Hon), Tehechapi, CA (61)
   Jeff Capt (Hon), Glendora, CA (61)
   Abe Baumann (Kaw), Garden Grove, CA (61)
7. Nick Pearson (KTM), Pioche, NV (55/1 win)
8. Paul Krause (Kaw), Irvine, CA (54)
9. James Gray (KTM), Gunnison, CO (54)
10. Dan Richardson (Hon), Huntington Beach, CA (50)

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 9 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (221/3 win)
2. Scott Plessinger (KTM), Hamilton, OH (189/3 wins)
3. Rodney Smith (Suz), Oakley, CA (185/3 win)
4. Jason Dahners (KTM), Redmond, WA (101)
5. Steve Leivan (Yam), Eldon, MO (88)
6. Eric Mashbir (Hon), Oakland, CA (87)
7. Leigh Letellier (KTM), Kansas City, KS (78)
8. Steve Hatch (Suz), Ithaca, NY (66/1 win)
9. Duane Conner (Yam), Washington, PA (66)
10. Brian Keegan (Yam), Canonsburg, PA (43)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 12 of 12 rounds)

1. Scott Plessinger (KTM), Hamilton, OH (156/5 wins)
2. Scott Summers (Hon), Petersburg, KY (156/4 wins)
3. Fred Andrews (Yam), Salem, OH (152/2 wins)
4. Duane Conner (Yam), Washington, PA (135)
5. Tommy Norton (Yam), Norfolk, MA (134)
6. Guy Cooper (Suz), Stillwater, OK (134)
7. Brian Keegan (Yam), Canonsburg, PA (104)
8. Tim Shephard (Yam), Hamilton, OH (94)
9. Doug Blackwell (Yam) (92)
10. Steve Hatch (Suz), Ithaca, NY (90)

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Yakima WA; 509-453-2121

Bob Barr Kawasaki
Madison WI; 608-222-6800

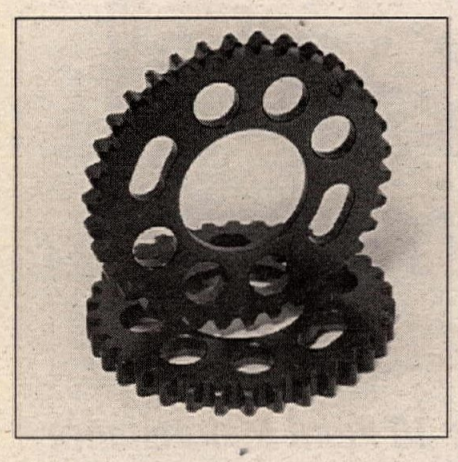
Hansen Motorcycles
Manitowoa WI; 414-684-0237

CANADA

Brampton Cycle
Brampton CAN; 905-791-4011

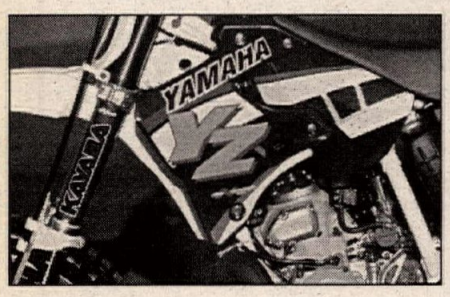
DUCATI • STYLE • SOPHISTICATION • PERFORMANCE

NEW PRODUCTS

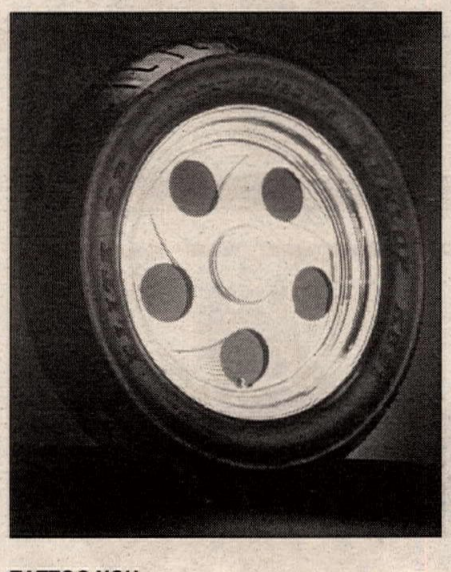


YOU CAN TUNE A PIANO...
...and you can also tune the cam of your Honda CBR600F2, F3 or 900RR with these **adjustable cam sprockets** from American Performance Engineering. The sprockets allow the engine builder or tuner to advance or retard the cams in a particular machine to alter the power characteristics of the engine, and then lock them in place. This is more commonly referred to as "degreeing in" the cams. The computer-machined, chrome-moly-billet cogs are heat-treated for long life and feature lightening holes to reduce rotating weight. APE claims that rigid quality control ensures that the sprockets will be a perfect fit. Suggested retail price is $44.95 per set. For more information, contact American Performance Engineering , Dept. CN, P.O. Box 6998, Burbank, CA 91510, 818/842-4952.

CHICKEN FEATHERS
The newest replica helmet from **Shoei Safety Helmets** has to be seen to be believed. In commemoration of Jeff Matiasevich's recent All Japan National MX Championship, Shoei has introduced the **VF-X2 "Chicken"**, an exact replica of the flame and skull helmet that Matiasevich wore throughout 1995. The good-looking helmet features a fiberglass/Kevlar/carbon-fiber shell, a removable liner, chin, forehead and rear ventilation and a Troy Lee Sting Ray Visor. The Snell M95-approved helmet comes in sizes XS-XL and carries a suggested retail price of $707. For more information, contact Shoei Safety Helmet Corporation, Dept. CN, 22605 E. La Palma Ave., Suite 507, Yorba Linda, CA 92687, 714/692-8776.



YZ STYLE
Tired of the Mount Fuji graphics on your 1996 Yamaha YZ? Apparently, so were the ever-stylish fellas at **N-Style**. The new, dark-blue color scheme of the new Yamahas have drawn mixed reviews - most either love it or hate it. Those who hate it will rejoice at the sight of the **Impact Graphic Kit** for 125 and 250cc YZs. Printed on heavy-duty, 24mm vinyl and backed with 3M adhesive, the sub-surface printing won't rub off. Perforations on the fuel-tank portion of the graphic will keep gasoline fumes from bubbling through. The 1996 Yamaha YZ Impact Graphic Kit costs $59.95. For more information, contact N-Style, Dept. CN, 27811 Avenue Hopkins, Unit 2, Valencia, CA 91355, 805/294-1118.

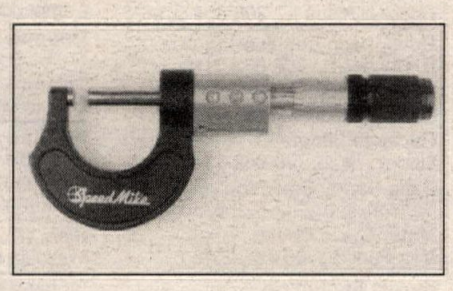


TATTOO YOU
Hot rodder **Boyd Coddington** is arguably the king of the automotive custom-wheel market, and now the king has chosen to showcase his billet wares on two-wheelers. **Metal Tattoos** are a line of "billet tough" and "Boyd stylish" hoops designed to fit all stock and custom Harley applications. The solid-billet-aluminum wheels feature one-piece billet hubs and come completely assembled with a show-quality polish and preloaded bearings. Available in several different sizes, Metal Tattoos range in price from $750-$825 per wheel. For more information, contact Boyds Wheels, Dept. CN, 8380 Cerritos Ave., Stanton, CA 90680, 714/953-4038.

KIDDIE STUFF
Mini riders want to look good, too! That's why **Xtreme** has introduced a new line of MX gear, just for kids. The **Xtreme Kids Jersey** features Full-Print graphics front and back. The 100-percent-cotton jersey is printed with water-based inks and also has sewn-in elbow pads and a large cut with a drop tail, so that it stays tucked in. Available in sizes S-L, the Xtreme Kids Jersey costs $26.95. For more information, contact Xtreme, Dept. CN, 2590 Jason Court, Oceanside, CA 92056, 619/630-6370.

TAKE YOUR VITAMINS
That's what mom always said, and **Vitonix** claims to have a better way to do just that with its powdered **Multi-Vitamin + Minerals** and **Anti-Seize** supplements. Because Vitonix is absorbed as a liquid in an isotonic state, it does not require digestion like tablets or capsules do. Vitonix says that its products were designed to be used by athletes and others who may experience difficulty in digesting or absorbing vitamins before a workout. Vitonix Multi-Vitamin + Minerals is available in a 30-serving box for $15, and Vitonix Anti-Seize is available in a 30-serving box for $20. Vitonix also offers a Starter Pack, which includes one 30-serving box of each supplement plus a sports bottle for $35. For more information, contact Vitonix, Inc., Dept. CN, 1212 16th St., San Diego, CA 92154, 619/423-2580.

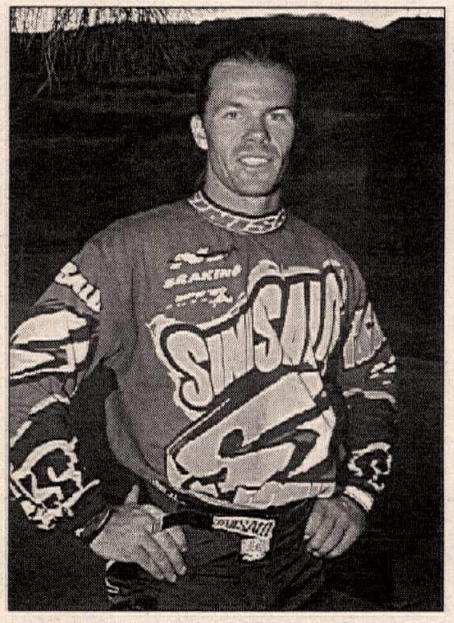
GOIN' FOR THE LOOK
If the stock look of your Honda CBR isn't trick enough for you, then Indigo Sports has got you covered. At least it has your front wheel covered with the **Indigo Sports Honda CBR900RR carbon front fender**. Made from aerospace-quality carbon fiber, the lightweight, rigid fender is predrilled and utilizes the stock mounting points. Indigo claims that the high-tech look is styled to improve aerodynamics and enhance the track-inspired looks of the CBR. Suggested retail price is $182.69. For more information, contact Indigo Sports, Dept. CN, 207 Banks Station, #617, Fayetteville, GA 30214, 770/719-3800.



COOL TOOL
The **Speedmike** from **Central Tools** is said to represent a new generation of easier-to-read digital micrometers. A direct digital readout on both sides allows the Speedmike to be read either right- or left-handed, upside down and rightside up. Other features include a unique nut design for automatic wear adjustment, 0.270-inch-diameter spindle for a larger measuring area, a high-strength tool-steel frame, carbide measuring faces and Lexan thermal shields. The Speedmike reads to 0.001-inch directly and to 0.0001-inch using the vernier scale on the thimble. Suggested retail price for the one-inch range model is $147.24. For more information, contact Central Tools Inc., Dept. CN, 456 Wellington Ave., Cranston, RI 02910, 800/866-5287.

A CATALOG...
Looking for that special motorcycle book, manual, video or piece of memorabilia? You may have to look no further than the **Hosking Book Works catalog**. The 40-page booklet showcases the hundreds of motorcycle publications, service manuals, how-to and entertainment videos as well as several items of interest, such as enameled pins and replica service-station signs. If it's not in here, chances are you won't find it. Suggested retail price is $1. For more information, contact Hosking Book Works, Dept. CN, 136 Hosking Ln., Accord, NY 12404, 914/626-4231.

...OR TWO
Get hold of yourself, or at least your clutch woes, by peering into the new **Barnett 1995-96 catalog**. The new 100-pager features info on all Barnett products including Barnett K Series clutches, Dirt Digger clutches and clutch springs for most makes and models from crusty vintage mounts to high-tech sportbikes and Harley-Davidson cruisers, which run the gamut. Barnett offers stock and custom-length cables for most motorcycles, stainless hydraulic lines, fuel hose and filters, gaskets, throttles and levers. Suggested retail for this read is $5. For more information, contact Barnett Tool & Engineering, Dept. CN, P.O. Box 2826, Santa Fe Springs, CA 90670, 310/941-1284.

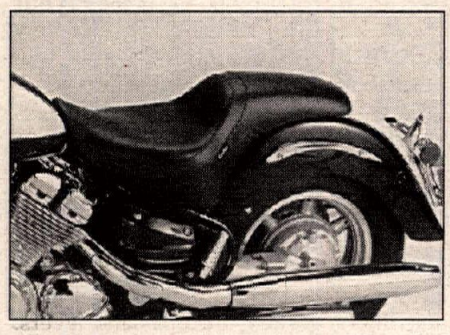


LEGENDS OF THE FALL

If you like flourescent disco graphics on your motocross jerseys, you might as well skip this item. Bob Rathkamp at **Sinisalo** has long been a believer in a more conservative, cleaner look, and the **'96 Bullseye Jersey** is proof. Made of 100-percent cotton, the Bullseye Jersey boasts a good-looking design that is all-over printed with water-based dyes. It even has sewn-in elbow pads! Available in sizes S-XXL, the jersey comes in blue, purple, red and forest green and costs $50. For more information, contact Sinisalo Pacific, Dept. CN, 27833 Avenue Hopkins, Unit 2, Valencia, CA 91355, 805/257-3386.

TROY'S FLANNY PACKS

Troy Lee Designs is now offering revised versions of his **plaid backpacks** for sale to Johnny Q. Public. Each is constructed of cotton and lined with Cordura nylon for long-lasting durability. The pack is big enough to carry a motorcycle helmet, and it features a simple drawstring closure device for the main compartment as well as a leather-flap front pocket which has two metal turn-lock closures. TLD has also incorporated padded straps for added comfort. The pack is available in assorted plaid colors for a suggested retail price of $48. For more information, contact Troy Lee Designs, Dept. CN, 1821 Wild Turkey Cir., Corona, CA 91720, 909/371-5219.

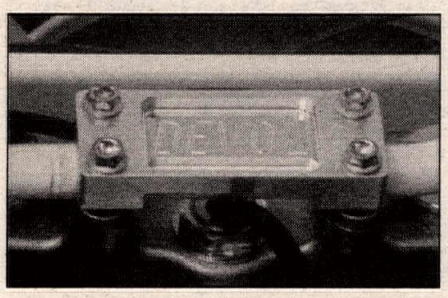


NO ROYAL PAINS

California seat stylist Mike Corbin has jumped on the wave of aftermarket parts slated for Yamaha's new Royal Star cruiser with his own **Corbin Yamaha Royal Star Gunfighter saddle**. The new seat bears the same standard features found on other Corbin saddles such as a Fibertech baseplate, cast-urethane space foam and Connolly leather for uncompromised support and comfort. The seat is claimed to offer a distinctive fit to the tank and is offered in several color choices, with or without flames. It installs with just one bolt and rides on rubber bumpers to avoid scratching while in contact with the bike. Suggested retail prices start at $329. For more information, contact Mike Corbin, Dept. CN, 11445 Commercial Pkwy., Castroville, CA 95012, 800/538-7035.

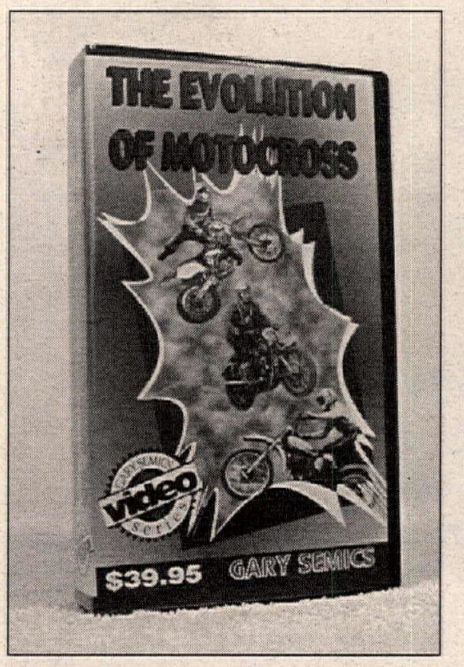
VEST FROM THE EAST

Vanson Leathers has designed its new **Streamliner Vest** to be worn alone in warmer weather, or it can be easily snapped into a Vanson jacket when the going gets cold for extra insulation from the elements. The vest incorporates DuPont's ComforMax IB material for superior wind resistance and insulation while remaining breathable, lightweight and resistant to water absorption. The Streamliner comes in a reversible black/orange motif which features a reversible front zipper with double storm flap, mandarin collar, adjustable side laces and four easy-access pockets. The Vanson Streamliner is available for a suggested retail price of $149. For more information, contact Vanson Leathers, Dept. CN, 213 Turnpike St., Stoughton, MA 02072, 617/344-5444.



IT'S A CINCH

DeVol Racing has designed a **one-piece bar clamp** for Answer Pro Taper handlebars which fits both Answer and Applied Racing clamps. The aluminum clamp is designed for a precision fit on the bar itself. This allows the clamp to hold your bars in position with no chance of moving during severe riding. Available for most motocross and off-road Pro-Taper applications, the DeVol one-piece bar clamp retails for $38.99. One-piece bar clamps are also available for conventional handlebar applications. For more information, contact DeVol Racing, Dept. CN, 741 Stevenson, Enumclaw, WA 98022, 360/825-2106.



THE MISSING LINK?

Gary Semics has introduced another in the already long line of motocross videos available from the **Gary Semics Motocross School** archives. Semics says the **The Evolution of Motocross** video is a 95-minute journey that traces the sport to its very beginnings. Race action begins in England circa 1947 and runs through the years of such legends as Hallman, Robert and DeCoster, Weinert, Tripes and Hannah, concluding with glimpses of modern-day motocross/supercross heroes like Jeff Ward, Damon Bradshaw, Jeff Emig, Jeremy McGrath and more. Semics claims that the video shows you where the sport has been and gives you a sneak peak at where it is going. For more information, contact The Gary Semics Motocross School, Dept. CN, 178 Brennan Cir., Boardman, OH 44512, 216/758-8333.

PRO-4 YOU

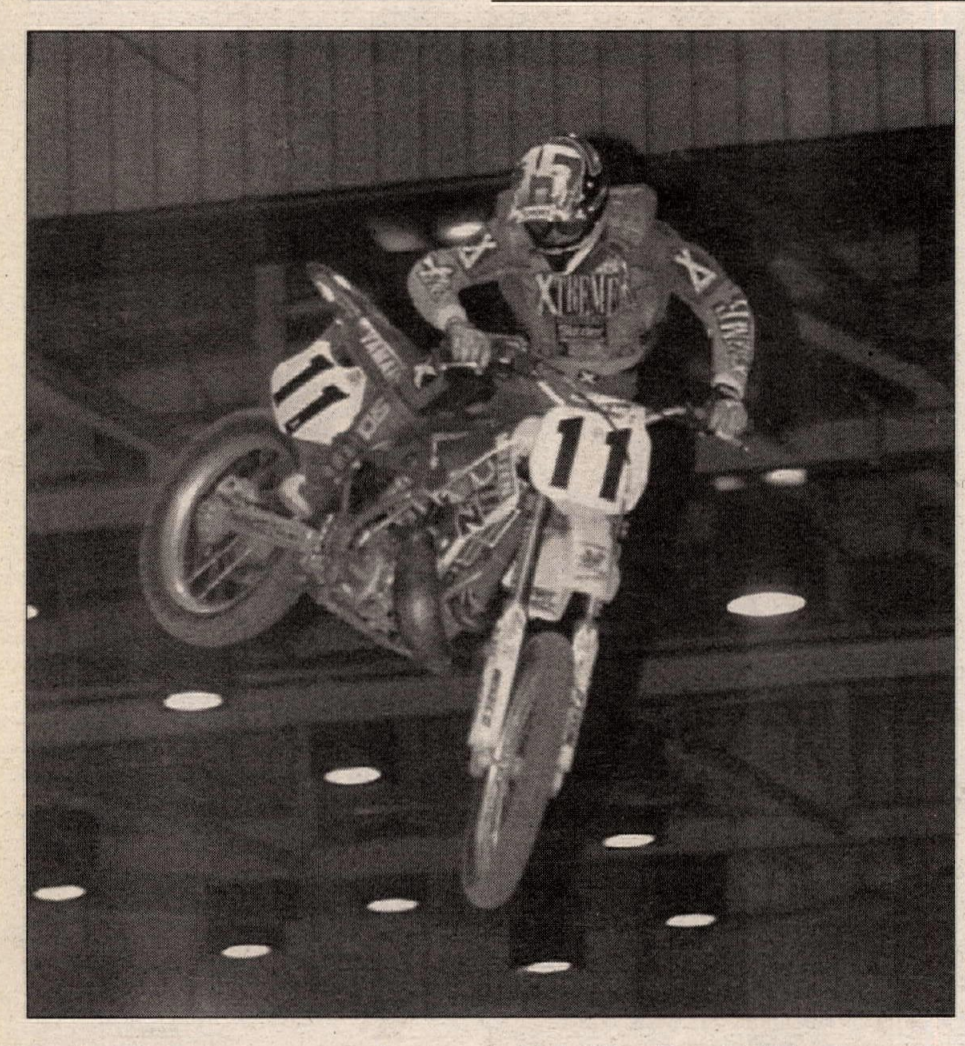
Although **Silkolene Pro-4** oil is designed to meet the demands placed on four-stroke racing engines, the company claims that it can be used to considerable advantage in any normal four-stroke application. Pro-4 is formulated with advanced friction modifiers for the ultimate protection even when used with low-lead or lead-free fuels. Silkolene claims that Pro-4 provides high detergency for exceptional engine cleanliness, high film strength to reduce wear on engine components for longer life, and increased power output. Pro-4's high film strength also makes it an excellent choice for transmissions. Suggested retail price is $9.99 per quart and $36.95 per gallon. For more information, contact your local dealer or Tucker Rocky, Dept. CN, 1775 Hurd Dr., Irving, TX 75038, 800/347-1010.

THE GOOD SLIME

If there ever was such a thing, then **Slime** tire sealant from **Access Marketing** could be as close as it gets. Acknowledged as the best-selling tire sealant in the bicycle industry, Access has shifted its focus toward flat prevention in the motorcycle market. Slime is a liquid sealant that is applied to the inside of the tire. When the tire is punctured, Slime goes to work binding the damaged rubber immediately to produce a solid clot in the puncture area. The benefit is that riders don't have to interrupt their ride in order to fix a flat tire. Slime is a non-aerosol, biodegradable, fiber-based formula which eliminates environmental concerns. Available in 4-, 6-, 8- and 32-ounce bottles, Slime retails for $3.95, $6.50 and $10.40 and $16.30, respectively. For more information, contact Access Marketing, Dept. CN, P.O. Box 3109, Shell Beach, CA 93448, 805/489-0490.

IF IT LOOKS LIKE A DUCK...

Air-Tech is now molding up replacement **fiberglass motorcycle bodywork** for the **Ducati 916**. The upper fairing portion is available either in a street version with the headlight cutouts (shown) or a competition version without the headlight openings. The right and left lowers are constructed as one piece, which eliminates the need for the rivets utilized with the stock panels. Air-Tech also offers a replacement seat constructed out of the same material as the fairing. The street version of the seat features the stock vents, and an AMA-approved racing version with the lower side vents deleted can also be ordered. Pieces are normally sold in white, but Air-Tech says that custom colors are available. All items are available in carbon fiber for ultimate weight savings. Suggested retail price for the fiberglass upper fairing is $192.16. Fiberglass lowers are $197.16. The fiberglass tail section sells for $217.37 in either version. For more information, contact Air-Tech, Dept. CN, 2530 Fortune Way., Vista, CA 92083, 619/598-3366. CN



Team Noleen/Sizzler's Kyle Lewis commanded center stage at the Fifth Annual Arenocross in Reno, Nevada, by winning three of the four Pro-class main events.

Fifth Annual Arenocross

Lewis, Moural storm Reno

By Joan Tiearney

RENO, NV, NOV. 17-18

Team Noleen/Sizzler's Kyle Lewis virtually dominated action during both nights of racing at the Fifth Annual Arenocross in the Reno Livestock Events Center, but Lowell Moural Jr. robbed the former Ultracross Series champion of a clean sweep by claiming victory in the 250cc main event on Saturday night.

The On Trac Events/American Suzuki/Port of Subs-backed event would be one to remember, with featured riders Lewis, Lance Smail and Mike Healey being among the top contenders in the head-to-head battles for the lion's share of the $10,000 Pro purse.

Lewis nailed his usual holeshot for the lead during Friday night's 125cc main event with Healey, Scott Davis and Greg Schnell on the charge behind him. Smail would retire to the pits with a reinjured ankle in the first turn. Justin Tiearney and Lowell Moural Jr. rounded out the top six as the rest of the pack tried to tame the grueling whoop section. Lewis continued to dominate the lead but Healey was making up time over the jumps. Lewis, being a master in the whoops, pulled away from the pack. Schnell, Davis and Tiearney were on the gas and gaining on Healey through the four sets of large doubles.

On lap five, Healey seemed within striking distance of Lewis before launching too high over the triple jump and landing hard on the gas tank, forcing him to take a three-lap breather. Schnell then chased after Lewis for the lead while Davis, Tiearney and Moural swapped positions behind the two front-runners. Lewis was never really threatened and sailed over the finish-line jump for the win. Schnell earned the runner-up spot with Moural third, Davis fourth and Tiearney fifth.

The 250cc main event belonged to Lewis as he holeshot the race and led it to finish line. Rusty Holland rode a strong race to finish second while Healey and Tiearney mixed it up for third after Huffman fell in the whoops. Healey held off Tiearney for his second podium finish of the night.

Holland holeshot Saturday night's 125cc main event ahead of Lewis and led for three laps, but Lewis would again dominate the tiddler class, passing Holland in the whoops. Behind the leader, the battling Suzukis of Schnell and Holland kept the crowd on its feet. On the white flag, Schnell made his move on Holland, passing him over the doubles. Schnell then gained a small lead over Holland and crossed the finish line second. Holland was third.

Saturday's 250cc main proved to be the most eventful of the weekend as Nathan Woods got the holeshot and Lewis was left standing at the gate. But by the time the first lap was completed, Lewis had passed five riders and was running in the fifth position. Lewis continued to set his sights on the leaders when he caught up to Holland, who was running third. While Holland slowed to look at his back wheel, Lewis rammed into him and went down. Lewis remounted after losing several positions.

Moural was running third in the late going before taking the lead with five laps to go. Lewis continued his charge through the pack to second place, but he could not catch Moural. When the checkered flag fell, an ecstatic Moural took the win. Lewis and Healey finished second and third, respectively. CN

Results

Friday

125: 1. Kyle Lewis (Yam); 2. Greg Schnell (Suz); 3. Lowell Moural Jr. (Hon); 4. Scott Davis (Kaw); 5. Justin Tiearney (Suz).

250: 1. Kyle Lewis (Yam); 2. Rusty Holland (Suz); 3. Mike Healey (Hon); 4. Justin Tiearney (Suz); 5. Lowell Moural Jr. (Hon).

Saturday

125: 1. Kyle Lewis (Yam); 2. Greg Schnell (Suz); 3. Rusty Holland (Suz); 4. Lowell Moural Jr. (Hon); 5. Scott Davis (Kaw).

250: 1. Lowell Moural Jr. (Hon); 2. Kyle Lewis (Yam); 3. Mike Healey (Hon); 4. Nathan Woods (Hon); 5. Shawn Highland (Hon).

Welch finds thrills at Belden Hills Motocross

By Kelvin L. Herrala

BELDEN HILLS, NY, NOV. 26

Doug Welch held all the cards at the Square Deal Riders Motocross, taking top honors in the Senior B and 201-250cc classes.

Rick Holbert grabbed the Senior B holeshot, followed by Gary Haskell and Welch. Haskell started having bike problems, allowing Welch to get by and close in on Holbert. Welch used every trick in the book and had to get a little physical to get by, and Holbert dropped back to fourth.

In the 201-250 class Welch had to use his knowledge of the track from the previous race, as he stalled his bike on the start and came back from dead last to take the win.

Vintage riders also put on a good show for the fans in a foot of snow and mud. Chet Rusilosk took the holeshot on his '74 Yamaha, followed by Kelvin Herrala on a '70 Ossa Pioneer. Herrala passed Rusilosk and held the lead for several laps, until he stalled allowing Rusilosk by. They ran nose-to-tail the entire race with Chet and his Yamaha coming out on top just feet ahead of the Ossa.

Results

S/SR: 1. D. Finch (Yam); 2. J. Arcesi (Hon); 3. W. Teliska (Yam); 4. J. Mitrowit (KTM); 5. R. Craig (Kaw).

SR B: 1. D. Welch (Suz); 2. K. Bonin (Kaw); 3. J. Congden (KTM); 4. R. Holbert (Suz); 5. M. Achultze (Yam).

201-250: 1. D. Welch (Suz); 2. M. Casole (Yam); 3. J. Arcesi (Hon); 4. H. Sander (Kaw); 5. T. Jackson (Yam).

VINT: 1. C. Rusilosk (Yam); 2. K. Herrala (ATK).

SR A: 1. C. Parshall (Yam); 2. J. Spencer (Kaw); 3. K. Herrala (Hon).

NOV 101-OPEN: 1. J. Halford (Kaw); 2. D. McNeal (Yam); 3. M. Smith (Suz); 4. E. Oley (Hon); 5. J. Green (Kaw).

INT/EX:: 1. T. Salton (KTM); 2. J. Frutchey (Kaw); 3. R. Bauer (Yam); 4. M. Morello (Kaw); 5. M. Holt (Kaw).

EX: 1. C. Parshall (Yam); 2. Frutchey (Kaw); 3. J. Spencer (Kaw); 4. D. Bughee (Yam); 5. C. Estelle (KTM).

0-100 AM: 1. M. Williams (Hon); 2. G. Loomis (Hon); 3. J. Jackson (Kaw); 4. J. Szymania (Hon).

101-200 AM: 1. K. Brown (Hon); 2. J. Fama (Suz); 3. S. Livingston (Kaw); 4. D. Fairchild (Suz); J. Jackson (Hon).

251-OPEN: 1. K. Bonin (Kaw); and 2. J. Coungden (KTM).

Dorsch dominates Willow Springs Formula TT

By Fred Windum

ROSAMOND, CA., NOV 19

Walt Dorsch took charge of the pavement at the WSMC Formula TT class at Willow Springs Raceway's 2.5-mile road course.

Formula TT bikes, - four-stroke singles with 19-inch Goodyear tires, standard handlebars and no streamlining - currently run in the WSMC Formula Singles class until the number of entries warrants a separate class. Dorsch, riding Ron Wood's twin-cam dirt track racer between road race rides, led two of the slicks-and-fairing crowd, followed by Elliott Iverson, Jim Kesler and Geramy Rackley for the first lap before the streamlining advantage of the road racers allowed them to slip by down the front straight. Dorsch continued to tail them, even showing them a wheel in the tight section at the top of the track, but the speed advantage of the streamlining eventually let them pull away.

Kesler and Iverson followed Dorsch a few seconds back, waging a war of their own. Iverson started the race in the draft of the three leaders, but had to watch as the more experienced riders slowly pulled away. Kesler ran up behind at the start of the second lap and put a move on Iverson, stuffing his way inside turn three to take over second. Half a lap later, with Iverson in his shadow, he slipped wide in turn nine and ran off into the dirt, losing the drive to get down the long front straight. Making up time, Kesler pulled the same move on Iverson in turn three, only to have the favor returned on the next lap. Once again, Kesler took over second while Iverson tried several times to get a wheel inside, succeeding on the last lap when Kesler once again pushed it too hard in turn nine and briefly left the track. The race was red-flagged for the safety crews on the last lap when someone tried the same line and learned the hard way that slicks and clip-ons don't cut it in the dirt.

The final results showed Dorsch well in the lead, followed by Iverson, Kesler and Rackley. After showing great speed in practice, Matt Wait dropped out of the races with a sick engine.

Results

F-TT: 1. Walt Dorsch (W-R); 2. Elliot Iverson (W-R); 3. Jim Kesler (W-R); 4. Geramy Rackley (W-R); 5. Matt Wait (W-R).

MRA dishes out prizes at banquet

By Carl Davis

CARLETON, MI, NOV. 12

The Midwest Racing Association held its 1995 year-end awards banquet with an overflow crowd in attendance.

The evening started with a social hour or two and a huge buffet-style dinner. Then it was down to the business of handing out series jackets to all riders who have earned over 200 points in the season standings. Barry Mayo took home the high-point overall award by winning the Vets Over 30, Over 35 and Over 40 classes to claim the rotating trophy for another year. John Davis earned wins in the 125 and 250cc Expert classes as the only other multi-class winner.

Some very nice donated items were raffled off to help a fellow rider, Jason Cobi. In all, more than $1300 was collected and one lucky person got a very nice Bell helmet.

To cap off the evening, a huge door prize contingency had every rider going home with at least one prize.

The banquet was a great success and we would like to thank all of our series sponsors, as the following companies all donated items: Wulfsport Apparel, Honda East of Toledo, Scheits Cycles, Motoworld Accessories, Nicholsons Cycle, Rosenau Power Sports, Tech-care, Moto Man, Majic Racing, Power Riders, Dave Bowman Small Displacement, and Oakland Sport Center.

A special thanks goes to all the MRA staff, scoring and track crews that keep the racing going every weekend.

Next year looks to be a great year of racing as the MRA has some great events planned along with a bigger schedule.

Results

MRA 1995 Season Standings

50 (4-6): 1. Joby Kaslowski; 2. Kurt Dwyer; 3. Justin Cominsky; 4. Broc Peterson; 5. Ryan Patrick.

50 (7-8): 1. Paul Scharffar; 2. Briton Beerbower; 3. Andy Clements; 4. Adam Behringer; 5. Ty Tipton.

50 SPR: 1. Liam Murphy ; 2. David Bacon; 3. Steven Camahan; 4. Kurt Dwyer; 5. Glenn Smith.

60: 1. William Hicks; 2. Thomas Dwyer; 3. Liam Murphy; 4. Chris Colenutt; 5. Paul Laing.

85 BEG: 1. Chris Talbot; 2. James Gray; 3. Mike Suman; 4. Craig Simpkins; 5. Ryan Ross.

85 NOV: 1. Brandon Fritts; 2. Mike Tumblom; 3. Shane Home; 4. Cody Mastin; 5. Chuck Gekle.

85 EX: 1. Ian Hammond; 2. Billy Dittman; 3. Amanda Mastin; 4. Chuck Gekle; 5. David Dell.

125 JR: 1. Billy Dittman; 2. Jimmie Johnson; 3. Richard Watson; 4. Michael Oliver; 5. P.J. Ingles.

125 BEG: 1. David Fritts; 2. William Gressman; 3. Kevin Mousseau; 4. John Snyder; 5. Jeff Larsen.

125 NOV: 1. Michael Turi; 2. Guy Riendeau ; 3. John Siebenaller; 4. Gary Fritts; 5. Kevin Judson.

125 Int: 1. Tony Anderson; 2. Dion Hamishfeger; 3. Matt Szorbora; 4. Corey Whitaker; 5. Rob Sohn.

125 EX: 1. John Davis; 2. Denver Nichols; 3. David Horvath; 4. Jason Trealout; 5. Matt Maximoff.

250 BEG: 1. Ricky Berwager; 2. Ty Tipton; 3. Ron Vanderbrouck; 4. Jeff Gundy; 5. Kyle Giegler.

250 NOV: 1. Tim Thompson; 2. Dean Noworyta; 3. Don Stauffer; 4. Mike Harris; 5. Todd Poisson.

250 INT: 1. Brad Dixon; 2. Dave Schneyer; 3. Scott Patchen; 4. Craig Smith; 5. Rob Fleemon.

250 EX: 1. John Davis; 2. Jake Davis; 3. Shawn Castle; 4. Jeff Sutherland; 5. Jason Fletcher.

25+: 1. Charles McConnell; 2. Todd Vicary; 3. Lonnie Hammond; 4. Mike Grindle; 5. Jim Almroth.

30+: 1. Barry Mayo; 2. Mike Willmont; 3. Jeff Beerbower; 4. George Fanelli; 5. Steve Holland.

35+: 1. Barry Mayo; 2. Jeff Beerbower; 3. Charles Rogers ; 4. Carl Davis; 5. Randy Gerken.

40+: 1. Barry Mayo; 2. Rick Simkins; 3. Harold Tumer; 4. Bob Bolenbaugh; 5. Mark Anderson.

45+: 1. Douglas Hammond; 2. Lynn Conway; 3. John Wirick; 4. Harold Butzin Sr.; 5. William Haggar.

VINT 89: 1. Steve Gordinier; 2. Eric Carlson; 3. Jay Gordinier; 4. Philip Peyton; 5. Jeff Carlson.

Davis delivers at AMA/MARS double-header

By Ken Lilly

KENLY, NC-CHARLESTON, SC, OCT 27-28

Will Davis swept the AMA/MARS double-header weekend.

Davis was the promoter and winner of the Short Track at Southern National Speedway in Kenly, NC, on Friday night, and he repeated his performance on Saturday night by winning both 600cc and 750cc classes at the Half-Mile at Summerville Speedway in Charleston, SC. On his way to his fourth AMA/MARS number-one plate, Davis attained a perfect score by winning all eight of the MARS events in 1995. Mike Hacker, Dave Camlin, Larry Pegram, and Steve Morehead rounded out the top five in the series.

Mike Hacker was the victor in both rounds of the 883 divisions and claimed his first number-one plate in the series. Hacker will collect $4200 of the $15,000 883 point fund posted by Screaming Eagle Performance Products, Houlobek, and The Carolina Harley Davidson Dealers Association. Geoff Clark edged out Robert Miller, Alan Eadie, and Donnie Krusinski in a tight race for second in the 883 Division.

Results

Final 1995 MARS Point Standings

EX: 1. Will Davis (160); 2. Mike Hacker (82); 3. Dave Camlin (55); 4. Larry Pegram (52); 5. Steve Morehead (51); 6. Kevin Varnes (45); 7. Ian Segedy (36); 8. Rusty Rogers (35); 9. (TIE) James Hart/Recil Hart (33); 11. Terry Poovey (25); 12. (TIE) Brent Armbruster/Brett Landes (20); 14. (TIE) Chance Darling/Robert Lewis (19); 16. (TIE) Geoff Clark/Greg Sims (16); 18. (TIE) Dave Hebb/John Nickens III (13); 20. Denny Koelsch (11).

883: 1. Mike Hacker (120); 2. Geoff Clark (89); 3. Robert Miller (86); 4. Alan Eadle (84); 5. Donni Krusinski (83); 6. Recil Hart (52); 7. James Hart (35); 8. Matt Wait (32); 9. Nate Wait (26); 10. John Faulkner III (25); 11. Lance Jones (22); 12. (TIE) Gary Rogers/Chuck Blacmon (17); 14. Ben Bostrom (16); 15. Jess Roeder (13); 16. Mark Miller (12); 17. (TIE) Eric Bostrom/Paul Bergstrom (11); 19. Scott Stump (10); 20. James McIlvena (8).

Toland two-for-two at Willow Springs F-1 Road Race

By Eric Vincent

ROSAMOND, CA, NOVEMBER 18-19

World Endurance Champion Doug Toland made it two in a row as he won his second straight Toyota Gold Cup Formula One Road Race at the 11th round of Willow Springs Motorcycle Club events at Willow Springs International Raceway.

Dean Vincent was the fastest rider off the line with Curtis Adams right behind. Adams sat behind Vincent for only half a lap, powering into the lead in the back straight. A few seconds later, Vincent was pushed back to third when he was passed by a charging Toland.

Toland quickly closed the gap on Adams and passed him exiting turn nine to complete the third lap. Adams and Toland then swapped the lead repeatedly in the next several laps.

Meanwhile, Vincent was feeling the heat from Chris Taylor, who had threaded his way through the pack. In the back straight, Taylor passed Vincent to move into third, but he crashed in the next turn. Vincent held third for only a short while before being passed by Walt Dorsch.

As lap seven of twelve got started, Toland was leading and starting to open a gap on Adams, who seemed to be slowing. Two laps later, Toland encountered lappers and was slowed slightly. Instead of seizing the opportunity to close the gap, Adams slowed dramatically and was quickly passed by Dorsch.

When Adams passed the pits at the start of lap 10, he was pointing down at the back of his motorcycle. Several turns later, officials black-flagged Adams because his rear tire was visibly deteriorating on the racetrack. At the finish line, it was Toland with the win followed by Dorsch in second and Chuck Sorensen taking third.

Results

F-1: 1. Doug Toland (Duc); 2. Walt Dorsch (Suz); 3. Chuck Sorensen (Hon); 4. Kent Kunitsugu (Yam); 5. Dean Vincent (Yam).

F-2: 1. Kent Kunitsugu (Yam); 2. Michael Montoya (Yam); 3. Lance Holst (Hon); 4. Steve Teschke (Hon); 5. Brian Garbellini (Yam).

F-3: 1. Vicky Jackson-Bell (Hon); 2. Wesley Totsubo (Hon); 3. Joji Tokumoto (Hon); 4. Joel Hermoso (Yam); 5. Carlos Neves (Hon).

F-40: 1. John Hilton (Hon); 2. Keith MacBeth (Kaw); 3. Douglas Newhouse (Hon); 4. Bob Siebenhaar (Hon); 5. Craig Cook (Duc).

500 S/STK: 1. Mark Stoner (Yam); 2. LaVaughn Montgomery (Yam); 3. Tim Ragan (Yam); 4. Michael Shenoy (Hon); 5. Steve Reartion (Yam).

600 S/STK: 1. Brian Parriott (Hon); 2. Robert Yampolsky (Hon); 3. Matt Wait (Hon); 4. Jason Fraser (Yam); 5. Mark Cernicky (Hon).

750 S/STK: 1. Anthony Lupo (Yam); 2. Curtis Adams (Yam); 3. Dean Vincent (Yam); 4. Mark Miller (Kaw); 5. Ben Welch (Yam).

OPEN S/STK: 1. Troy Maturo (Hon); 2. Orlando Pablo (Suz); 3. Chris Mencher (Duc); 4. Steve Poore (Yam); 5. Brian Robinson (Yam).

550 S/BK: 1. Walt Dorsch (W-R); 2. Brian Bernard (Yam); 3. Guy Celestre (Yam); 4. Phil Niblack (Yam); 5. Mark Stoner (Yam).

650 S/BK: 1. Steve Teschke (Hon); 2. Lance Holst (Hon); 3. Brian Parriott (Hon); 4. Robert Yampolsky (Hon); 5. Jason Fraser (Yam).

750 S/BK: 1. Paul Mumford (Kaw); 2. Mark Miller (Kaw); 3. Anthony Lupo (Yam); 4. Curtis Adams (Yam); 5. Jeffery Stern (Kaw).

OPEN S/BK: 1. Curtis Adams (Yam); 2. Chris Taylor (Hon); 3. Chris Voelker (Hon); 4. Dean Vincent (Yam); 5. Jason Fraser (Yam).

500 MOD PROD: 1. Brian Bernard (Yam); 2. Guy Celestre (Yam); 3. Mark Stoner (Yam); 4. Rocky Kabotsky (Yam); 5. LaVaughn Montgomery (Yam).

600 MOD PROD: 1. Lance Holst (Hon); 2. Robert Yampolsky (Hon); 3. Matt Wait (Hon); 4. Brian Parriott (Hon); 5. David Campbell (Hon).

750 MOD PROD: 1. Paul Mumford (Kaw); 2. Ben Welch (Yam); 3. Chris Mencher (Duc); 4. Rick Hoffman (Yam); 5. Trey Keyes (Suz).

OPEN MOD PROD: 1. Jeff Stern (Kaw); 2. John Ferdinand (Kaw); 3. Troy Maturo (Hon); 4. Steve Poore (Yam); 5. Bob Siebenhaar (Hon).

Pro Circuit Riders Sweep Top Awards at Winter Olympics

For the 2nd year in a row, Pro Circuit was the big winner at this years Winter Olympics. The riders listed below, relied on Pro Circuit to set their bikes up for TT, SX, MX and GP to take these overall positions for the week.

November – Winter Olympics

AXO Bronze Boot Award (Top Overall Minicycle) – Ernesto Fonseca
Scott Golden Goggle Award (Top Overall Amateur) – Tommy Harrison
Dunlop Silver Tire Award (Top Overall Pro) – Casey Johnson
Arai Platinum Helmet Award (Top Overall Rider) – Ernesto Fonseca
Mechanic of the Year Award – Shawn Eising

125 A	1st	**Brock Sellards**	–	*Pipe, Silencer, Motor, Suspension*
	2nd	**Casey Johnson**	–	*Pipe, Silencer, Motor, Suspension*
250 A	1st	**Casey Johnson**	–	*Pipe, Silencer, Motor, Suspension*
	2nd	**Brock Sellards**	–	*Pipe, Silencer, Motor, Suspension*
	3rd	**Casey Lytle**	–	*Pipe, Silencer, Motor, Suspension*
85 12-13	3rd	**Ivan Tedesco**	–	*Pipe, Silencer, Motor, Suspension*
85 14-15	1st	**Ernesto Fonseca**	–	*Pipe, Silencer, Motor, Suspension*
	3rd	**Travis Elliot**	–	*Pipe, Silencer, Motor, Suspension*
125 Youth	2nd	**Nick Wey**	–	*Pipe, Silencer, Motor, Suspension*
	3rd	**Ernesto Fonseca**	–	*Pipe, Silencer, Motor, Suspension*
125 B	1st	**Charlie Dunaway**	–	*Pipe, Silencer, Motor, Suspension*
	2nd	**Ryan Voase**	–	*Pipe, Silencer, Motor, Suspension*
250 B	1st	**Charlie Dunaway**	–	*Pipe, Silencer, Motor, Suspension*
	2nd	**Jason Thomas**	–	*Pipe, Silencer, Motor, Suspension*
125 C	1st	**Tommy Harrison**	–	*Pipe, Silencer, Motor, Suspension*

3 Amigos in Baja

Once again, Pro Circuit ran out front from start to finish at this year's Baja 1000. The proven, and only, choice of Team Green's 3 Amigos in Baja.

500 Overall 1st **Ted Hunnicut, Ty Davis, Paul Krause** – *Pipe, Silencer, Motor, Suspension*

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1995 WORLD SUPERBIKE SERIES

Round #4 – Monza, San Marino/Italy

(#404B) It was probably pure coincidence, but only a few days after the FIM stunned the superbike world by redefining the weight limit for four-cylinder and two-cylinder bikes, Aaron Slight logged a first success of the year for the Japanese by setting the fastest qualifying time on the infamous Monza circuit, laid out in the city park of Milan. Would this first-ever pole position for an RC45 usher in a new era in four-stroke racing? The factory Honda rider and his official colleagues from the Yamaha squad had shown in Hockenheim already that their bikes were very fast on top-speed circuits such as the German "Ring" and the Italian "circuito."

Apart from this resurgence of hope in the four-cylinder camp, things remained the same at Monza. Carl Fogarty extended his already impressive lead with yet another Ducati victory in front of 15,000 Italian fans. The second heat was won by fellow Ducati rider Pier-Francesco Chili. In the first post-Russell era, Colin Edwards II defended the American interests valiantly. The Texan took his Yamaha factory bike to third and fifth.

See all the color, speed and excitement in this 55-minute program from Duke Video USA.

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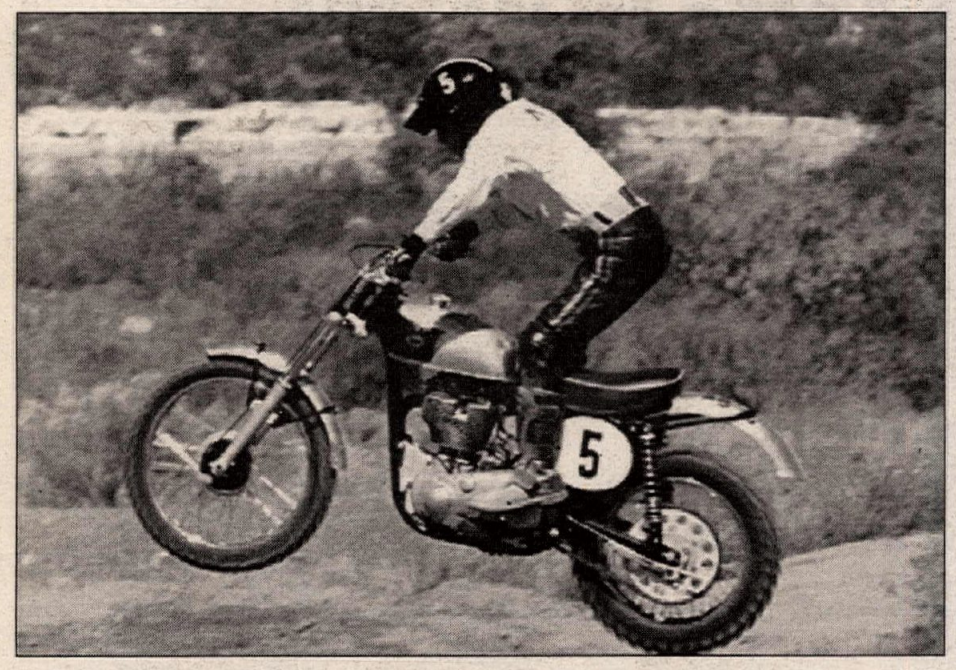

(Top) David Boydstun piloted his 1956 BSA Goldstar to the Premier Expert win at the AVDRA Vintage Motocross in Peoria, Arizona. (Above) Scott Summers enjoyed a few high points during the Big Stripper Hare Scramble in Lynnville, Indiana, but was later swamped with problems and DNFed.

BOTT L/W: 1. Alan Burtt (Kaw); 2. Jerry Jirkovsky (Kaw); 3. Eric Ratza (Suz); 4. Kevin Smith (Kaw); 5. Trayers Tapper (Kaw).

BOTT M/W: 1. Charles Burnett (Hon); 2. Michael Dubhe (Hon); 3. Brian Rochlitzer (Hon); 4. Mick Ofield (Duc); 5. Mike Voelker (Hon).

BOTT H/W: 1. John Hilton (Duc); 2. Larry Schnur (Duc); 3. Craig Cook (Duc); 4. Jeff Pepiot (Duc); 5. Jon Seghi (Hon).

500 SGL: 1. Eric Sherrer (Hon); 2. Scott Fabbro (Hon); 3. Mark Jarel (Hon); 4. Danny Farnsworth (Hon).

600 SGL: 1. Stuart Knigge (Yam); 2. Kevin Johnson (W-R); 3. Steve Hill (Yam); 4. Bryan Stanlow (Yam).

F SGL: 1. Stuart Knigge (Yam); 2. Kevin Johnson (W-R); 3. Walt Dorsch (W-R); 4. Elliott Iverson (W-R); 5. Jim Kesler (W-R).

VINT: 1. Sean Robbins (Yam); 2. Craig Beecher (Yam); 3. Dave Gardner (Yam); 4. Scott MacAdam (Kaw); 5. Scott Fabbro (Hon).

500 NOV: 1. Guy Greville-Morris (Yam); 2. Allen Harvey (Hon); 3. Steve Harrington (Hon); 4. Brian Long (Kaw); 5. James Hillier (Hon).

650 NOV: 1. Alan McCord (Hon); 2. Jacob West (Hon); 3. Bill Campbell (Hon); 4. Dana Owen (Hon); 5. Manuel Torres (Suz).

OPEN NOV: 1. Brian Osborne (Suz); 2. Jason Walker (Hon); 3. Tony Endres (Hon); 4. Robert Campbell (Hon); 5. Erik Amerman (Suz).

McMinn doubles at Peoria Vintage Motocross

By David Chrone

PEORIA, AZ, NOV. 12

Racers were treated to a great track layout and there was excellent racing in all classes at the third round of the AVDRA Vintage Motocross series, held at Canyon Raceway.

Ken Lusk took his 125cc CZ to yet another win in the Premier Intermediate 125cc class. Ryan Dickson made his first appearance and brought a DKW with the leading-link front end in second. Glen McMinn brought out a '67 Montesa Scorpion. He took off the lights and won the Premier Novice division as well as the Over 50 Novice Class.

With the Calzona Winter Vintage MX Series event scheduled for December 3 in Arizona, most riders have been competing in two classes and some racers are riding in three. Husky-mounted Tom Rogers and Darrin Trotta on a Honda Elsinoire traded wins in Sportsman Novice and Over 30 Novice. Don Jones, also Honda-Mounted, had an excellent final moto and ended up with second place in Over 30 Novice after a 20-year layoff.

Each AVDRA event brings out new racers and spectators. Vintage Motocross racing in Arizona is on the move. Join us December 3 at Canyon Raceway and on December 31 in Casa Grande for AVDRA Rider Appreciation Day.

Results

PREM EX: 1. David Boydstun.

PREM NOV: 1. Glen McMinn

PREM 125 INT: 1. Ken Lusk; 2. Ryan Dickson

30+ NOV: 1. Darrin Trotta; 2. Dan Jones; 3. Tom Rogers; 4. Dale Whelan; 5. Mark Hayzlett.

30+ INT: 1. Gil Whitaker; 2. Ryan Dickson

40+ EXP: 1. David Boydstun.

40+ NOV: 1. Ed Ellis.

50+ NOV: 1. Glen McMinn.

SPTSMN NOV: 1. Tom Rogers; 2. Darrin Trotta; 3. Dale Whelan; 4. Mark Hayzlett; 5. Tim Owens.

SPTSMN INT: 1. Gil Whitaker; 2. Ryan Dickson.

SPTSMN EX: 1. Darin Curtis.

Blackwell scores at Big Stripper Hare Scrambles

By Paul Michels

LYNNVILLE, IN, NOV. 19

Doug Blackwell of West Virginia took home the lion's share of cash at the Big Stripper Hare Scramble, named after the machines formerly used in local coal-mining operations.

Blackwell led the way until he overshot a turn and a freight train of pro riders went past, consisting of four-time national champion Scott Summers, Duane Conner, Terry Cunningham and Robert Patterson, in that order.

By the start of the second lap Blackwell had worked his way past Conner, Cunningham and Patterson, but remained behind Summers by a small margin. Mike Morris got past Patterson and into the top five. The order among the front-runners remained the same through the third lap.

Summers led going into the fourth lap with Blackwell about 20 seconds back. Morris moved past Cunningham to take over fourth place.

In the fifth lap, Conner went down, breaking off his front brake assembly and ending his day. That moved Morris to third and a hard-charging Mike Sampson to fourth ahead of Cunningham.

Going into the sixth and final lap, Summers enjoyed about a 30-second lead on Blackwell. At the halfway point, Summers caught a tree branch, shot off a steep bank and landed in a swamp at the bottom of the hill. Summers and a helpful spectator extracted the bike as the rest of the pro class went by. The star-crossed Honda rider then went on to run out of gas about a half mile from the finish.

With Summers out of the race, Blackwell inherited the win, pocketing the extra $500 the Lynnville area Dirt Riders posted for the overall. Blackwell said, "I didn't see Scott anywhere on the course so I just assumed Summers won." Morris held on for second as Sampson moved into third. Cunningham took fourth while Patterson came in fifth.

Results

PRO AA: 1. Doug Blackwell (Yam); 2. Mike Morris (Yam); 3. Mike Sampson (Yam); 4. Terry Cunningham (Kaw); 5. Robert Patterson (Suz).

SR: 1. Gallie Ward (Yam); 2. Paul Michels (ATK); 3. Larry Still (Hon); 4. Ronnie Hackett (Suz); 5. Dennis Reed (Suz).

S/SR: 1. John Giles (Yam); 2. Lon Walters (Kaw); 3. John Friedli (Kaw); 4. Guy Anderson (Kaw); 5. Pat Freiburger (Hon).

OPEN A: 1. Tanner England (Hon); 2. Harvey Whitaker (Hon); 3. John Bingham (KTM); 4. Mark Hosback (Hus); 5. Fletcher Lambert (Hus).

250 A: 1. Todd Wilson (Yam); 2. Steve Ezell (Yam); 3. Wade Perry (Kaw); 4. Marty Stinnett (Kaw); 5. Shawn Bellville (Yam).

200 A: 1. Michael Sanders (Kaw); 2. John Lenard (Kaw); 3. Corey Darlin (Hon); 4. Jeff Gregg (Kaw); 5. Darin Phillips (Kaw).

VET A: 1. Tony Hendon (Suz); 2. Scott Martin (Kaw); 3. Dallas Mayer (Hon); 4. Billy Hall (Hon); 5. Jeff Steinrock (Kaw).

200 B: 1. Thomas Campbell (Kaw); 2. Kelly Working (Kaw); 3. David Lamberth (Kaw); 4. Ken Luttrell (Kaw); 5. Larry Smith (Kaw).

125 B: 1. Kevin Creekmur (Yam); 2. Robert Clark (Hon); 3. Thomas Bumpus (Suz); 4. Kip Haynie (Yam); 5. Paul Allen (KTM).

250 B 1. Greg Gillian (Yam); 2. Jordan Moneymaker (Yam); 3. James Bratcher (KTM); 4. Timmy Pool (Kaw); 5. Tim Crain (Yam).

OPEN B: 1. Roger Hendon (Hon); 2. A.B. Davis (Hon); 3. David Dougherty (Hon); 4. James Malone (KTM); 5. Jeremy Ketchum (KTM).

VET B: 1. Bernie Titzer (Hon); 2. Mike Stinson (Hon); 3. John Bratcher (KTM); 4. Brad Abel (Hon); 5. John Broughton (Hon).

4-STRK: 1. Ken Arnold (Hon); 2. Robert Stephens (Hon); 3. Billy Proffitt (Hon); 4. Eddy Taylor (Hon); 5. Clay Stuckey (Kaw).

LT TRL: 1. Richawrd Schonk (Kaw); 2. Randy Hicks (Kaw); 3. Billy Vandiver (Hon); 4. Kevin Weis (Yam); 5. Joe Dorris (Kaw).

HVY TRL: 1. Jason Dickey (Suz); 2. John Glaus (Hon); 3. Ricky Whitley (Kaw); 4. Michael Williams (Kaw); 5. Michael Spencer (Hon).

Medina flexes muscle at Star West Supercross

By Tony Alessi

PERRIS, CA, NOV. 18

Jason Medina was on a mission to win as he scored the overall victory in the 60cc (9-11) division during round one of the LBZ/Supercross ticket series held at Star West Supercross track.

The opening moto saw Medina out front and on his way to what appeared to be an effortless win, but misfortune struck when he misjudged a technical section of the race course and went down, handing the lead to Daniel Taft.

Taft and 60cc (0-8) leader Mike Alessi battled for about three laps, bringing back memories of Pee Wee battles from a few years ago.

In the end Taft went on for the moto win in front of Medina, who recovered for second late in the race while Tommy Cochran finished third in his first race with the older riders in the 9-11 division, having celebrated his birthday earlier in the week.

Medina simply smoked the field in the all-important second moto. Taft finished a solid second while Cochran again rounded out the top three.

Jason Griffin powered his mighty KTM 50 to the overall 50cc (4-6) win on the main track. Griffin had an early-race battle with Chad Gores, who has shown a lot of improvement in his riding over the past months.

Griffin went on for the overall win while Gores, Kameron Scott, "Mighty" Brandon Million and AC Racing-backed Mike Meade Jr. rounded out the top five.

Results

P/W 50 STK (4-6): 1. Jason Griffin (KTM); 2. Chad Gores (KTM); 3. Kameron Scott (KTM); 4. Brandon Million (KTM); 5. Mike Meade (KTM).

P/W 50 STK (7-8): 1. Jarred Browne (KTM); 2. Michael LaPaglia (KTM).

60 (6-8): 1. Mike Alessi (Kaw); 2. Carlos Gonzalez (Kaw); 3. Jarred Brown (Kaw); 4. Jeff Alessi (Kaw); 5. Jeff Loop (Kaw).

60 (9-11): 1. Jason Medina (Kaw); 2. Daniel Taft (Kaw); 3. Tommy Cochran (Kaw).

80 (0-11) 1. Jason Ciarletta (Suz); 2. Brandon Staddan (Suz); 3. Daniel Taft (Suz);

80 (12-13): 1. Randy Clark (Yam).

80 BEG (12-16): 1. Geoff Robinson (Suz); 2. David Valdez (Yam); 3. Trevor Baker (Yam).

125 BEG: 1. Chuck Clark (Suz); 2. Miguel Anderson (Yam); 3. Roger Burgett (Hon); 4. Tom Queen (Hon).

125 NOV: 1. Corey Clayton (Hon); 2. Todd Clayton (Hon); 3. Tim Clayton (Suz).

250 BEG: 1. Ryan Banford (Hon); 2. David Glynn (Hon).

25+ BEG: 1. Anthony Young (Kaw).

25+ NOV: 1. Yun Zuidema (Yam).

30+ BEG: 1. Michael Hubbard (Hon); 2. Marco Valdovinos (Yam).

30+ NOV: 1. Scott Scarbrough (Hon); 2. Cy Zidema (Hon).

40+ NOV: 1. Jack Biery (Yam).

Hopkins hot at Barona Oaks MX

By Homer Eubanks

RAMONA, CA, NOV. 18

John Hopkins continued his dominance over the Super Mini class with repeat wins during regular-season action at Barona Oaks Raceway. Also repeating in the class was Jesus Casillas, who took second overall with a pair of second-place finishes. Casillas was able to win his 60cc (9-11) class but lost the limelight in the 80cc (9-11) division to Cory Macomber. Macomber trailed Casillas in the first moto, then was able to hold off the last-lap charge of Casillas in the second moto. Anthony Bruscella managed third after a 3-4 showing.

Joshua Navarro took the 80cc Beginner overall by wining the first moto with Scott Graham trailing. Seventh-place moto-one finisher Vito Casillas came back in the second moto for the win to earn him fourth for the day. Navarro came across second with Graham trailing earning him the second overall spot.

Cas Swift kept his Junior Cycle Stock (0-8) title alive by wining the first moto and placing second to points contender Zac Wray in the second moto. Swift came back out on the LEM in the Pee Wee Stock (7-8) class and put in repeat wins for the overall.

Bob Humphus earned his overall Old Pharts B-class win. Humphus finished fourth in the first round after Scott LaRosh saw the checkered first. LaRosh couldn't keep control of the Honda in the next round and fell to 10th. Humphus got off the line fastest and kept the spot for the second moto win. Duane Webster had a 3-2 day for second overall in the class. Third for the day was Chuck Fox who put in a 2-3 showing.

Results

INTRO TO MX: 1. Peter Scully (Yam); 2. Beau Bergman (Hon); 3. Ryan Scates (Kaw); 4. Raphael Underwood (Hon); 5. R.C. Coleman (Kaw).

FRST TMR: 1. Anthony Castellano (KTM).

P/W STK (0-6): 1. Chase Takacs (KTM); 2. Brain Hiner (KTM); 3. Candice Motshagen (KTM); 4. Trey Garcia (Yam); 5. Weston Peick (KTM).

PW STK (7-8): 1. Cas Swift (LEM); 2. Jake Bissonnette (KTM); 3. Brad Masters (LEM); 4. Chris Moore (LEM); 5. Aimee Jones (Yam).

JR CYCLE BEG (0-8): 1. Chris Moore (Kaw); 2. Chris Aleksiejczyk (Kaw); 3. Rafael Izaguirre (Kaw) ; 4. Anthony Charette (Kaw); 5. Matt Rose (Kaw).

JR CYCLE STK (0-8): 1. Cas Swift (Kaw); 2. Zac Wray (Kaw); 3. Dallas Peick (Kaw); 4. Brandon Hiner (Kaw).

60 STK (9-11): 1. Jesus Casillas (Kaw); 2. Ryan Beat (Kaw); 3. Shaun Connelly (Kaw); 4. Cas Swift (Kaw); 5. James Mann (Kaw).

80 BEG: 1. Joshua Navarro (Kaw); 2. Scott Graham (Kaw); 3. Les Johnson (Hon); 4. Vito Casillas (Yam); 5. Charlie Graham (Kaw).

80 STK (9-11): 1. Corey Macomber (Suz); 2. Jesus Casillas (Yam); 3. Anthony Bruscella (Suz); 4. Travis Bemis (Suz); 5. Clinton Pierce (Suz).

80 NOV STK: 1. John Hopkins (Suz); 2. Matt Condon (Yam); 3. Jake Elkins (Kaw).

S/MINI: 1. John Hopkins (Suz); 2. Jesus Casillas (Yam); 3. Jake Elkins (Kaw); 4. Matt Condon (Yam); 5. Corey Macomber (Kaw).

125 BEG: 1. Jon Meyers (Kaw); 2. Dru Blocker (Yam); 3. Daniel Vachon (Suz); 4. Jeff Robinson (Suz).

125 STK (12-15): 1. Scott Conley (Kaw); 2. Justin Gutierrez (Hon); 3. Sean Clarke (Kaw); 4. Jon Meyers (Kaw); 5. Daniel Vachon (Suz).

125 NOV STK: 1. Michael Fox (Kaw); 2. Steve Yurkovic (Kaw); 3. Greg Halverson (Suz); 4. Ivan Navarrete (Suz); 5. Ronnie Loftin (Hon).

125 MOD: 1. Justin Gutierrez (Hon).

125 INT: 1. Scott Conley (Kaw); 2. Daniel Nichols (Suz); 3. Wilson Nichols (Suz).

125 PRO: 1. Dustin Nelson (Kaw).

250 BEG: 1. George Hill (Yam).

250 NOV: 1. Shawn Ireland (Yam); 2. James Decker (Yam).

250 PRO: 1. Dustin Nelson (Kaw.

OP A: 1. Don Connerly (Suz); 2. Chris Swift (Hon).

OP B: 1. Bob Humphus (Yam); 2. Duane Webster (Hon); 3. Chuck Fox (Suz); 4. Jeff Pallulat (Yam); 5. Clay Johnson (KTM).

Jacobs jockeys to win Marion County Vintage Motocross

By Ed Garlin

REDDICK, FL, NOV. 12

Round three of the 1995/96 Metro Racing Apparel FVMX season was held at Motocross of Marion County in conjunction with an AHRMA Southeast Regional championship series event.

In the 125cc class, Jimmy Harner grabbed the moto-one holeshot ahead of Eric Kraft, Phil Grillo, Lisa Powell and Jerrold Jacobs. On lap two, Harner's crank failed, giving the lead to Jacobs, who pulled away. Kraft claimed second over Grillo and Powell.

Moto two saw Jacobs nab the holeshot and lead from start to finish. Grillo, Harner (on a borrowed bike) and Kraft had a great battle for second, with Grillo holding off both riders until lap five. Kraft made the pass for second at the finish-line jump for second overall, over Harner and Grillo.

In the 250/500cc Modern Classic Masters class, Gary Koptak and Van Aderhold put their open-class bikes out front, followed by Ed Garlin and Matt Kretschmer, Bil Burton and Marty Aderhold. Garlin passed Van Aderhold on lap two for second as Marty Aderhold recovered from his bad start and quickly moved up to third, passing Burton, Kretschmer and his dad on lap two. Garlin would take a hard fall on lap five and drop down a lap. Koptak claimed the win with the younger and elder Aderholds, Kretschmer and Burton following.

In the second moto, Garlin was able to sneak under the elder Aderhold in the first turn for the lead. Koptak moved past Aderhold a few turns later and pressured for the lead as Aderhold dropped back. Burton was doing all he could to hold off Kretschmer as the younger Aderhold came from dead last to grab fourth on lap five. Garlin took the win, but Koptak would claim the overall with his one/two moto finishes. Burton continued to hold off Marty Aderhold for third as Kretschmer followed a couple of seconds behind.

Results

FVMX

VINT 125: 1. Jerrold Jacobs (Hon); 2. Eric Kraft (Mon); 3. Jimmy Harner (Hon); 4. Phil Grillo (Hon); 5. Lisa Powell (Hon).

VINT 250/500 NOV: 1. Phil Grillo (Mon); 2. Dan Mackie (Yam); 3. Gerrold Nuccio (Mai); 4. Ron Handley (Hon); 5. Lisa Powell (Hon).

VINT 250/500 SPTSMN: 1. Ed Calmes (CZ); 2. Jimmy Harner (Bul); 3. Gary Barker (Hon).

VINT 250/500 MSTR: 1. Peter Villacaro (Mon); 2. Matt Kretschmer (Hon); 3. Kim Burrows (Mai); 4. Van Aderhold (Mai).

VINT 50+ VET: 1. Gerrold Nuccio (Mai); 2. Ron Handley (Hon); 3. Dan Mackie (Yam).

PREM: 1. Kim Burrows (BSA).

MDRN CLSSC 250/500 NOV: 1. Mark Stellberger (CZ); 2. Lowell Saxton (Hon).

MDRN CLSSC 250/500 SPTSMN: 1. Len Kelley (Hon); 2. Phil Russell (Mon).

MDRN CLSSC: 250/500 MSTR: 1. Gary Koptak (Mai); 2. Marty Aderhold (Mai); 3. Ed Garlin (Hon); 4. Bil Burton (Hus); 5. Matt Kretschmer (Hon).

AHRMA

PREM L/W II INT: 1. Eric Kraft (Mon); 2. Mike Kavula (AJS).

50+ INT: 1. Mike Kavula (AJS).

125 SPTSMN INT: 1. Jimmy Harner (Hon).

250 SPTSMN INT: 1. Benny Durrough (Mai).

500 SPTSMN INT: 1. Ed Calmes (CZ).

500 SPTSMN EX: 1. Benny Durrough (Mai).

30+ SPTSMN EX: 1. Benny Durrough (Mai).

40+ SPTSMN EX: 1. Kim Burrows (Mai).

Hart, Miller winning team at San Jose Endurothon

By W.H. Spencer

SAN JOSE, CA, NOV. 19

With the Wilseyville Hare Scrambles postponed due to dry conditions, race two of round two of the San Jose Endurothon series swelled with over 80 entries in the nearly two-mile, two-hour event.

Mark Kerling led the field for the first lap, but was subsequently passed by the opening-round winning team of Dan Hart and Greg Miller. Anthony DeMario was teamed with Tony Langone and held on to third for two laps until Castle Rock TT 600 National winner Andy Tressor motored on by along with the Robert Bacosa/Larry Andres team and the Brett Landes/Sean Lollar Honda.

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CYCLE NEWS
America's Weekly Motorcycle Newspaper

(Top) Donnie Pines left the field behind en route to the Junior Vet Beginner win in the Wild Turkey Grand Prix at Glen Helen Raceway.
(Above) Greg Carter (9Z) pulled off the 500cc Sportsman Expert win over runner-up Kevin Krugh at round one of the AHRMA/Calzona series in Carlsbad, California.

Kerling would take the lead four times during the 48 laps, but the Hart/Miller squad was at its best and won easily with Kerling and Tressor close. Steve Silvestri was the only other rider on the same lap, a full two laps up on the fifth-place rider, 1991 Superbike National Champion Doug Chandler.

Chandler had shown up for the race just a few minutes before it started and actually joined the fray after the other racers had gone around twice.

Scott Larson took the Vet-class win and sixth overall. The team of Gary Miller and Ken Chapman earned second in the Expert class and seventh overall. Lollar and Landes made up many spots for the next position over the first Veteran team of Hap Jones' Scott Link and Craig Christian, closely followed by the second Vet team of Dante D'Ambroso and Dom Filippi.

Stan Smith and Cecil Short topped the Sportsman team entries over Mike Morasca and Tim Stacy, with Pat and Martin Townes third, while Fred Faltersack nipped District 36 Cross Country steward Edd Haymond in the Old Timer department.

Results

RACE 1: 1. Jason Murrell (Yam); 2. Paul Bergstrom/Dominic Filippi (Yam); 3. Steve Mannina/Brian Dickey (Suz); 4. Joe Abrams (Hon); 5. Chad Biel (Hon).

SPCLTY 1: 1. Larry Andres (Yam); 2. Frank Nye (Hon); 3. Matt Gomez (Yam); 4. Mark Chaves (Hon); 5. Phil Reyes (Hus).

RACE 2: 1. Dan Hart/Greg Miller (Hon); 2. Mark Kerling (Yam); 3. Andy Tressor (Hon); 4. Steve Silvestri (Yam); 5. Doug Chandler (Kaw).

RACE 3: 1. John Hlebo/Steve Hlebo (Hon); 2. Dominic DeMario/Anthony DeMario (Hon); 3. Terry Biel/Bob Majors (Yam); 4. Danny Barber (Hon); 5. Robert Seay/Ronnie Seay (Kaw).

Boydstun dominates Carlsbad Vintage Motocross

By Donald McGregor
Photo by Donnie Lee Staman

CARLSBAD, CA, NOV. 19
Round one of the annual AHRMA/Calzona series gave Premier-class 500cc expert David Boydstun little challenge today, as he ran away and hid in moth motos, showing everyone how fast old BSAs can actually go.

Not only did Boydstun post 1-1 scores in convincing style, but doing it on a beautiful old BSA Gold Star with the net weight of a Ford truck made his talent even more apparent.

The Calzona series, which pits Arizona vintage racers against California's best, and a beautiful vintage track prepared by David Fisher, explained the great turnout and full gates. But no one could explain the speed of Sportsman 500cc expert Greg Carter. In race one, Carter and Husqvarna-mounted Kevin Krugh left the line like they were tied together. The pair immediately pulled a huge lead on the pack, but after a few laps Carter used the excellent handling of his big Maico to dispense with Krugh, motoring to an unchallenged first-moto win.

Moto two would find the roles reversed, as Krugh nailed the start for a great holeshot, with Carter in hot pursuit. At the end of lap one Krugh was still holding Carter off by inches, but it wouldn't last. As the pair exited an uphill left turn, Carter took an outside line, going around Krugh sideways. The perfectly executed move gave Carter the overall win and put an exclamation mark on the end of a perfect day of vintage racing.

Results

125 SPTSMN NOV: 1. Steve Sagely (Suz); 2. Dan Tron (Hon).
125 SPTSMN INT: 1. Ron Renzuli (Hus).
125 SPTSMN EX: 1. David Fisher (Hon); 2. Scott Davis (Hon).
250 SPTSMN NOV: 1. Tom Rogers (Hus); 2. Steve Sagely (Hon); 3. David Benett (CZ).
250 SPTSMN INT: 1. Mark Thome (Hon); 2. Brian Duane (Mai); 3. David Treen (Hon).
250 SPTSMN EX: 1. Rick Price (Mai).
500 SPTSMN NOV: 1. Jamie Fetty (Hus); 2. Steve Heck (Hus); 3. Dave Scourfield (CZ); 4. Mark Rose (Mai).
500 SPTSMN INT: 1. Gil Whitaker (Hus); 2. Sam Durick (Mai); 3. Lee Holth (CZ).
500 SPTSMN EX: 1. Greg Carter (Mai); 2. Kevin Krugh (Hus).
30+ NOV: 1. Rick Hanson (Mai); 2. Richard Venegas (Hon); 3. Tom Rogers (Hus).
30+ INT: 1. Gil Whitaker (Hus); 2. Harry Backer (Hon); 3. Don Hartley (Hus).
30+ EX: 1. Greg Carter (Mai); 2. Kevin Krugh (Hus).
40+ NOV: 1. John Diciaulia (Yam); 2. Rick Labgold (Mai); 3. Jeff O'Brien (Bul); 4. Dave Scourfield (CZ).
40+ INT: 1. Bob Spicer (BSA); 2. Steve Sabin (Mon).
40+ EX: 1. Charlie Beck (Mai); 2. Ed Zornes (Yam).
50+ INT: 1. Mike Harper (Hus); 2. Gene Fetty (Hus).
PREM ULT/L II NOV: 1. Donald McGregor (Pen); 2. Mark Hayzlett (Yam).
PREM ULT/L II INT: 1. Brian Duane (Hus); 2. Mark Hutchins (Pen).
PREM ULT/L II EX: 1. Scott Davis (Yam).
PREM L/W NOV: 1. Phil Benedict (BSA).
PREM L/W II NOV: 1. Mike Bower (Oss).
PREM 500 NOV: 1. David Crone (Duc).
PREM 500 II EX: 1. Charlie Beck (Mai).
PREM 500 EX: 1. David Boydstun (BSA).
BMBR: 1. David Fisher (Suz); 2. Norm Bigelow (Kaw); 3. Lee Holth (CZ); 4. Eric Cook (Mai); 5. Tom Seagroves (KTM).
WMN: 1. Amy Wright (CZ).

Pines, Jongkind pluck wins from Wild Turkey Grand Prix

By Greg Robertson

SAN BERNARDINO, CA., NOV. 19
The fourth round of the California Racing Club's eighth annual Sponsorship Series got underway today at Glen Helen Raceway in the form of the Wild Turkey Grand Prix.

Due to construction on the "national" track, only a few corners of it by the scoring tower were being used, but riders were let loose on some extremely fast fifth- and sixth-gear hilly sections just west of the main park facility.

The fast course agreed with Donnie Pines as he ran away from the field for the Junior Vet Beginner-class win. The KX250 rider grabbed the early lead from the dead-engine start and built on it with each lap.

Greg Wilkins ran second off the start, but within a lap was passed by Gabi Abayou and Bob Kelley. Abayou pulled clear of Kelley to run a safe second for most of the race. A consistent Wilkins kept plugging away, and by the halfway point had gotten back around Kelley for third. On the 11th lap of what would be a 14-lap race, Wilkins repassed Abayou to move into second where he would stay until the finish. Abayou held on for third with Kelley and Billy Potts rounding out the top five.

Unlike Pines, Jongkind had to pass most of the field to earn the Junior Vet Novice win.

Cory Ayers grabbed the holeshot over Steve Hill, Ron Goodwin and Greg Reed. Michael Brooks came from a midpack start to pass everyone but Ayers with only one lap completed. Brooks passed Ayers and was pulling away when trouble developed, leaving him with a DNF.

Ayers inherited the lead over a good battle for second, now between Chuck Kober and Jongkind. CR125 rider Jongkind caught and passed Ayers but was having a hard time pulling away from the CR250-mounted Ayers on the high-speed course. The bigger engine finally paid off as Ayers retook the lead with two laps remaining. With the white flag out, Ayers experienced problems and dropped from the race, handing Jongkind the win after 45 minutes on the track. Kober finished second. Tim McNulty came from a dead-last start to take third over Goodwin.

Results

P/W B D-2: 1. Andrew Yarnell (Yam); 2. Matt Lord; 3. Doug Carter (KTM); 4. Randy Maldonado (Yam); 5. Jake Hulett (KTM).
P/W B D-1: 1. Damian Lopez (Yam); 2. Cory Ayers (Yam); 3. Mark Johnson (Yam)
P/W A: 1. Edward Herring (LEM); 2. Charles Messer (LEM).
60 BEG: 1. Andrew Nason (Kaw); 2. Tyler Browden (Kaw).
60 (0-8): 1. Troy Tittlemier (Kaw); 2. Jared Miner (Kaw); 3. Ricky Oliver (Kaw); 4. Dave Carter (Kaw); 5. Dave Jackson (Kaw).
60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Bryan Huth (Kaw); 3. Adam Benavides (Kaw); 4. Nicholas Burson (Kaw); 5. Justin Clenard (Kaw)
80 BEG: 1. Gregory Freier (Yam); 2. Robert Bland (Kaw); 3. Brent Gilliam (Yam); 4: Donny Wiggins (Yam); 5. Vincent Benavides (Hon).
80 (7-11): 1. Dylan Lord (Hon); 2. Daryl Ecklund (Suz); 3. Shane Smith (Hon); 4. Chad Gaumer (Kaw).
80 (12-13): 1. Shawn Scott (Suz); 2. Cliff Jennings (Kaw); 3. Kevin Jennings (Kaw); 4. Johner Faulkner (Hon); 5. Tyson Tittlemier (Hon).
80 (14-16): 1. Ryan Dudek (Yam); 2. Justin Rash (Yam).
BG WHL: 1. Brad Huth (Kaw); 2. Ben Stuelke (Kaw); 3. Broc Wallace (Kaw).
VINT: 1. F. Beale (Hon); 2. Jason Payne (Yam).
125 BEG: 1. Bryan Lang (Hon); 2. Ron West (Hon); 3. Jeremy Ferro (Hon); 4. Matt Goldsmith (Hon); 5. Garth Wallace (Kaw).
125 NOV: 1. Jacob Machowsky (Hon); 2. Dan Eckman (Hon); 3. Tyler Buck (Suz); 4. Greg Landers (Hon); 5. Langdon Southworth (Kaw).
125 INT: 1. Chris Neitzel (Kaw); 2. Brian Sweany (Hon); 3. Jake Gribbon (Yam).
125 PRO: 1. Ty Kady (Suz); 2. D.J. Sweany (Suz).
250 BEG: 1. Jason Heagstedt (Yam); 2. Eric Gaft (Kaw); 3. Bob Gorman (Yam); 4. F. Beale; 5. Todd Heagstedt (Yam).
250 NOV: 1. Cory Ayers (Hon); 2. Chuck Kober (Suz); 3. John Dean (Suz); 4. Dean Ostrander (Hon); 5. Robert Stallcup (Kaw).
250 INT: 1. Robbie Dunham (Yam); 2. Andy Nelson (Hon).
250 PRO: 1. Micky Dymond (Kaw); 2. Donald Upton (Hon); 3. Kris Keefer
(Yam); 4. Tim Sharp (Hon); 5. Nick Mairose (Suz).
500 BEG: 1. Ken Varney (Hon); 2. Gardnor Tarlow (Hus).
500 NOV: 1. Ron Goodwin (Hon).
JR VET BEG: 1. Donnie Pines (Kaw); 2. Greg Wilkins (Suz); 3. Gabi Abayou (Hon); 4. Bob Kelley (Yam); 5. Billy Potts (Suz).
JR VET NOV: 1. James Jongkind (Hon); 2. Chuck Kober (Suz); 3. Tim McNulty (Hon); 4. Ron Goodwin (Hon); 5. Fernando Berroteran (Hon).
JR VET INT: 1. Robbie Dunham (Yam).
JR VET EX: 1. Ken Neitzel (Kaw).
VET BEG: 1. Rick Huth (Yam); 2. Floyd Martin (Yam); 3. Richard Marshall (Hon); 4. Danny Padilla (Hon); 5. Tim O'Donnell (Kaw).
VET NOV: 1. Cory Brown (Hon); 2. Greg Robertson (Hon); 3. Tom Miller (Yam); 4. Todd Ferguson (Yam); 5. John Knight (Hon).
VET INT: 1. Daryl Hambleton (Kaw); 2. Frank Costanzo (Hon); 3. Randy Tittlemier (Hon); 4. Joe Baguasco (Kaw); 5. Brian Platte (Kaw).
VET PRO: 1. Micky Dymond (Kaw); 2. Jon Zahrt (Yam); 3. Rod Richardson (Yam); 4. Leo Saul (Hon); 5. Doug Yarnell (Hon).
SR BEG: 1. Randy Taylor (Hon).
SR NOV: 1. Scott Smith (Kaw); 2. Rick Early (Hon).
SR INT: 1. Mike Ferro (Hon).
SR EX: 1. Bob Dunham (Yam).

Carsten, LaRusso split Suffolk Meadows Motocross

By Jim and Carolyn Simpson

YAPHANK, NY, NOV. 19
Barry Carsten and Tony LaRusso both claimed Overall Pro Expert-class wins during the second of three Fall Series races at Suffolk Meadows Racetrack.

Carsten kicked off the first 125cc Pro Expert moto with the holeshot. Kevin Nowak, Eddie Hololob, and Tony LaRusso chased after Carsten into the "Supercross Section." Throughout lap one Carsten set the lead pace as LaRusso was on the gas and moved his way into second. Jim McIlvaine then made a charge and secured third place. LaRusso tried to catch and pass Carsten, but Carsten maintained the advantage and nailed down the first-moto win. LaRusso followed closely in second as McIlvaine trailed in third.

At the start of moto two, the Suzuki-mounted Carsten again shot into the lead followed by Nowak, McIlvaine and LaRusso. During the first lap, LaRusso quickly made his way up to second place. Carsten and LaRusso battled for the win as the pair pulled away from the pack. The moto and overall win went to Carsten while LaRusso earned second place with McIlvaine taking third on his Woodbridge Honda.

In the first 250cc Pro Expert moto, LaRusso led the race from start to finish as the roles from the 125cc class were reversed, and Carsten trailed and finished in second.

Manchester Honda rider Rich Rogers grabbed the early lead to start moto two. The stage was set as Carsten was in second ahead of LaRusso in third. Wasting no time, Carsten took over in the lead as LaRusso twisted the wick and moved up to challenge for the lead. Aboard his Manchester Honda, LaRusso made the pass on Carsten and motored into the lead. LaRusso scored the win, splitting overalls with Carsten and providing some great race action.

Results

P/W: 1. Brian Murphy (Yam); 2. Derik Jahn (Hon); 3. William Stevens (LEM).
7-11 MINI: 1. Charles Ellis (Kaw); 2. Ryan O'Laughlin (Kaw); 3. Brian Murphy (Kaw); 4. Greg Melita (Kaw); 5. Joey Merrill (Kaw).
JR MINI: 1. David DiPetro (Kaw); 2.Ryan O'Malley (Kaw); 3. Eric Pencosky (Suz); 4. Charles Ellis (Suz); 5. Gary Schmalz (Kaw).
SR MINI: 1. Jeron Anthony (Kaw); 2. Wayne Frie (Yam); 3. Brandon Garrett (Yam); 4. Christian Topping (Hon).
125 NOV: 1. Carlo Gagliardo (Kaw); 2. Michael Lengo (Suz); 3. Joe Grossman (Hon); 4. Joseph Barton (Kaw); 5. Gregory Goldfuss (Yam).
250 NOV: 1. Joe Grossman (Hon); 2. John Thompson (Hon); 3. Chris Kilmetis (Yam); 4. Don Cleary (Kaw); 5. Al Santoro (Hon).
125 AM: 1. Kenny Plass (Kaw); 2. Russell Walker (Kaw); 3. Mike Rausch (Suz); 4. Rich Marabini (Hon); 5. William Wilson (Suz).
250 AM: 1. David Goldstein (Suz); 2. William Wilson (Suz); 3. Al Cordner (Hon); 4. William Kreter (Hon); 5. Milton Acosta (Kaw).
OPEN AM: 1. Kenny Plass (Kaw); 2. David Goldstein (Suz); 3. Paul Wertheimer (Hon).
125 EX: 1. Barry Carsten (Suz); 2. Tony LaRusso (Hon); 3. James McIlvaine (Hon); 4. Brian Berry (Hon); 5. Brent McIntyre (Hon).
250 EX: 1. Tony LaRusso (Hon); 2. Barry Carsten (Suz); 3. Rich Rogers (Hon); 4. Gary Williams (Kaw).
VET AM: 1. Paul Capparelli.(Hon); 2. John Sanuth (Hon); 3. G. Warren Rutherford (Hus); 4. Kevin Wilson (Suz).
VET EX: 1. John Camelio (Hon); 2. Michael Bilardello (Kaw); 3. Don Murphy (Hon); 4. Bob Balnis (Hon).
LT MDL: 1. Michael Slenkwicz (Suz); 2. Peter Belleza (Hon).

SCHBY: 1. Mike Rausch (Hon); 2. Gregory Goldfuss (Yam); 3. Denis Sorrentino (Suz); 4. Kershel Anthony (Suz); 5. Brandon Garrett (Yam).

CLGBY: 1. Brent McIntyre (Hon); 2. Brian Berry (Hon); 3. Michael Corazzo (Suz).

25+: 1. Greg Murphy (Hon); 2. Rich Caccavano (Yam); 3. Paul Wetheimer (Hon).

25+ NOV: 1. Steven Macaluso (Kaw); 2. Jerry Troy (Hon); 3. Brian Cook (Kaw); 4. Joseph Bartone (Kaw); 5. Tony Pirone (Kaw).

Races go to Swift at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, NOV. 19

With the 20-race CMMC series drawing rapidly to an end, competition at Barona Oaks Raceway is really heating up, and many of the class championships will go down to the final event to be held on December 3.

Jesus Casillas has governed the 80cc (9-11) class all season long, but he has recently discovered increased competition from Travis Bemis and Anthony Bruscella. Casillas was able to win both motos with Bemis taking second over Bruscella.

John Hopkins took control of the Super Mini division by wining both rounds. Casillas was the runner-up in both races and Jake Elkins managed a pair of three's for third overall.

Cas Swift put in a 2-1 effort in the Junior Cycle Stock (0-8) class to keep his points edge over Zac Wray. Wray claimed third overall after finishing 4-2.

Brandon Hamlett took the 80cc Beginner overall after trailing Vito Casillas across in the first moto. Hamlett came back when it counted most and Casillas finished third behind Scott Graham, earning second for the day.

In the 250cc Beginner class, George Hill took back-to-back wins for the overall. Joaquin Candia drew a pair of deuces while Philip Zeiger repeated in third. Dru Blocker took the 125cc Beginner class after placing second to Loren Barnes in the first moto. The two switched places in the next round so Barnes earned second on the day.

Results

INTRO TO MX: 1. Beau Bergman (Hon); 2. Pete Scully (Yam); 3. Michael Iaco (Yam); 4. Johathan Seelig (Hon); 5. Robert Garner (Hon).

P/W FST TMR: 1. Anthony Castellano (KTM).

P/W STK (0-6): 1. Chase Takas (KTM); 2. Weston Peick (KTM); 3. Candice Motshagen (KTM); 4. Brain Hiner (KTM).

P/W STK (7-8): 1. Cas Swift (LEM); 2. Chris Moore (LEM); 3. Jake Bissonnette (KTM); 4. Brad Masters (LEM); 5. Matthew English (Yam).

JR CYCLE BEG (0-8): 1. Tyler Keefe (Kaw); 2. Chris Aleksiejczyk (Kaw); 3. Chris Moore (Kaw); 4. Rafael Izaguirre (Kaw); 5. Anthony Charette (Kaw).

JR CYCLE STK (0-8): 1. Cas Swift (Kaw); 2. Dallas Peick (Kaw); 3. Zac Wray (Kaw); 4. Brandon Hiner (Kaw).

60 STK (9-11): 1. Jesus Casillas (Kaw); 2. Ryan Beat (Kaw); 3. Shawn Connerly (Kaw); 4. Cas Swift (Kaw); 5. James Mann (Kaw).

80 BEG: 1. Brandon Hamlett (Kaw); 2. Vito Casillas (Yam); 3. Scott Graham (Kaw); 4. Jacob Huker (Suz); 5. Kyle Spiewak (Yam).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Travis Bemis (Suz); 3. Anthony Bruscella (Suz); 4. Corey Macomber (Suz); 5. Clinton Pierce (Suz).

80 NOV/INT STK: 1. John Hopkins (Suz); 2. Matt Condon (Yam); 3. Jake Elkins (Kaw); 4. Michael Sleeter (Yam).

80 NOV MOD: 1. Cole Sleeter (Yam).

S/MINI: 1. John Hopkins (Suz); 2. Jesus Casillas (Yam); 3. Jake Elkins (Kaw); 4. Michael Sleeter (Yam); 5. Anthony Bruscella (Suz).

125 BEG: 1. Dru Blocker (Yam); 2. Loren Barnes (Yam); 3. Jeff Cooper (Hon); 4. Brian Frenchette (Kaw); 5. Ben Westrup (Suz).

125 STK (12-15): 1. Scott Conley (Kaw); 2. Matt Williams (Kaw); 3. Justin Guitierrez (Hon); 4. Ronnie Loftin (Hon); 5. Sean Clarke (Kaw).

125 STK (16-21): 1. Taylor Vanderpool (Kaw); 2. Daniel Nichols (Suz); 3. Ivan Navarete.

125 NOV STK: 1. Steve Yurkovic (Kaw); 2. Greg Halverson (Suz); 3. Ronnie Loftin (Hon); 4. Ivan Navarrete (Suz); 5. Michael Fox (Kaw).

125 NOV MOD: 1. Matt Williams (Kaw); 2. Manny Arias (Hon); 3. Justin Coutierrez (Hon); 4. Shawn Ireland (Suz); 5. Craig Smith (Suz).

125 INT: 1. Shawn Ellis (Suz); 2. Daniel Nichols (Suz); 3. Scott Conley (Kaw); 4. Wilson Nichols (Suz); 5. Taylor Vanderpool (Kaw).

125 PRO: 1. Dustin Nelson (Kaw).

250 BEG: 1. George Hill (Yam); 2. Joaquin Candia (Kaw); 3. Phillip Zeiger (Kaw).

250 INT: 1. Aaron McDonough (Hon); 2. Shawn Ellis (Suz); 3. Shawn Ireland (Yam).

250 PRO: 1. Dustin Nelson (Kaw).

OP A: 1. Steve Laninovich (Hon); 2. Chris Swift (Hon); 3. Danny Almond (Hon); 4. Don Connelly (Suz); 5. Rudy Seville (Suz).

OP B: 1. Scott LaRosh (Hon); 2. Chuck Fox (Suz); 3. Frank Hamlett (Hon); 4. John Washburn (Kaw); 5. Dave Fava (Hon).

Inaugural BROS Vintage Hare Scrambles a success

By Scott Ohlemeier

PINE MILLS, TX, NOV. 12

Despite a modest turnout, the BROS Vintage-Only Hare Scrambles, held on the 80 scenic acres of piny woods at Mike Smith's Quitman Go-Kart Speedway, provided entrants some satisfying thrills, and spectators a bit of unexpected excitement.

Temperatures in the low 70s, sunshine and a light Friday-night rain combined to create near perfect race conditions. The traction was outstanding in the soft, spongy East Texas loam and helped propel riders through the tight turns of the 75-minute-plus-one-lap event.

Expert Texas Cross Country Racing Association racer Jeff Solinger was the overall winner, averaging about 24 mph across the three-mile, rider-friendly course. Solinger, applying skills gleaned from years on modern bikes, turned in consistent seven-minute lap times aboard his fast yet unfamiliar Yamaha MX360.

"I've only ridden this bike for a total of about 15 minutes," said Solinger, who arrived just before the main event and took no morning practice laps.

The afternoon's drama was guaranteed upon the entry of former Guinness world record holder and superbike ace Ottis Lance, who set the mark for fastest motorcycle wheelie in the mid-'80s. Lance diced with Solinger for 11 of 12 laps before his tank ran dry on the final loop at the checkpoint/pit area. The delay allowed Solinger to win by a full three minutes.

Although racing in separate classes, the two evenly-matched riders staged a 90-minute battle. Solinger led from the start despite feeling constant pressure from Lance, who arrived at nearly every checkpoint on Solinger's rear tire. Finally on lap eight, Lance found a place to pass and took the lead for one lap before he overshot a sharp turn and careened into the thick timber.

"I got tangled up in a bunch of trees and had to work my bike out of there with no handlebar room," said Lance, who spent the next two and a half laps about 20-30 seconds behind Solinger's blazing MX360.

"(Solinger) knows what he's doing out there, and how to hold a lead in this kind of race," Lance said. "Brake skidding, dragging feet in dust, blocking out on turns...I knew it'd be hard to get around him. I'm used to much more passing room."

Results

PRE-MDRN A: 1. Ottis Lance (Suz).

PRE-MDRN B: 1. Randy Brown (Hus).

PRE-MDRN C: 1. Scott Ohlemeier (Yam).

HISTRC A: 1. Jeff Solinger (Yam).

HISTRC B: 1. Dave Allard (Kaw); 2. Joe Fisher (Rok); 3. Wally Wronka (Bul).

HISTRC C: 1. Joey Powell (Hon); 2. Jay Powell (Hon); 3. Mark Smith (Hus).

DINO: 1. Jake Wilkins (Hon).

Fay, Moran top Elma DT

By Clay Light

ELMA, WA, NOV. 25

The AMA District 27 and Northwest Championship Series came to an end at the Elma Pavilion Arena, where 258 riders were on hand for one of the best races of the season.

Topping Professional action were Mickey Fay, winner of the Expert final, and Bob Moran, who won the Pro-Am main event.

In the Expert main event, Fay jumped out front and was never headed, while a battle for second raged between Dan Stanley and Jeff Harsha. The two spent the second half of the race fighting for the spot, which went to Harsha after the national number-76 plate holder shoved Stanley out of the way.

Further back in the pack was Jeff Hiatt, followed by Jeff Annen and Chris Fitzhugh, both of whom had to start in the penalty area after jumping the start. Hiatt controlled the battle for fourth, while Annen barely edged Fitzhugh for fifth at the finish.

In the Pro-Am final, Moran jumped to the head of the field and, much like Fay, ran away with the race. This left Randy Patterson to chase down Moran in a battle for first place in the series, in which Moran had to win and Patterson had to finish third or better. Patterson's second-place ride netted him the Northwest Championship Series win, while third went to Mark Patterson, ahead of Steve Pruczinski and Willie Halbert.

AMA National 80cc Champion Jake Holden ran away with the 80cc A main, much like he has done all season. Holden edged out archrival Chris Waite for the win. However, Waite will wear the number-one plate for the District next season in the class. The surprise, though, was third-place finisher Brad Smith, who edged seasoned 80cc riders Matt McCoy and Scott Houseman at the finish.

Results

EX: 1. Mickey Fay (Rtx); 2. Jeff Harsha (Rtx); 3. Dan Stanley (Rtx).

PRO-AM: 1. Bob Moran (Yam); 2. Randy Patterson (Rtx); 3. Mark Patterson (Yam).

OPEN A: 1. Jeff Holford (Yam); 2. Jamie Farrow (Hon); 3. Larry Saxton (BSA).

250 A: 1. George Prindiville (Hon); 2. Byron Dotson (Bul); 3. Joe Lenz (Yam).

125 A: 1. Beau Brown (Kaw); 2. Nick McBride (Ric); 3. Dan Adkins (Hon).

80 A: 1. Jake Holden (Hon); 2. Chris Waite (Hon); 3. Brad Smith (Hon).

60 A: 1. Chris Waite (Kaw); 2. Mike Rochester (Kaw); 3. Amy Pruczinski (Kaw).

50 SR: 1. Andy Fay; 2. T.J. Hagmann; 3. Corey Sampson.

50 MOD: 1. Tyler Good; 2. Andy Fay; 3. Mark Studebaker.

50 JR: 1. Matt Houseman; 2. Justin McMillan; 3. Tyler Thompson.

40+: 1. Todd Tracy; 2. Steve Power; 3. Bill Fogg.

Rick Ryan swept the 125 and 250cc Pro divisions during the final round of the AMP Racing/Clawson Motorsports Octoberfest MX series at the Oatfield in Turlock, California.

30+ 1. Mike Sullivan (Hon); 2. Willie Halbert (Rtx); 3. Steve Power (Hon).

VINT: 1. Larry Saxton (BSA): 2. Ron Predmore (BSA); 3. Jamie Farrow (Hon).

OPEN B: 1. Beau Brown (Rtx).

SPDWY: 1. David Darst; 2. Robin Nicolaidas; 3. Robert Borg; 4. Frank Crane.

Ryan wins, loses at Oatfield MX

By Dick Archer

TURLOCK, CA, NOV. 19

Rick Ryan did all he possibly could to win the two Pro-class series titles during the fifth and final round of the AMP Racing/Clawson Motorsports Octoberfest '95 MX series at the Oatfield, but he fell just short of his goal despite winning all four motos in the 250 and 125cc Pro classes.

Ryan holeshot moto one of the 250cc Pro class with Nathan Woods and Jim Clay chasing him in vain. Woods stayed close for a while but Ryan was going strong and motored on for the win. Woods held on for a solid second, and series points leader Clay secured a dearly needed third-place finish.

In moto two, things looked quite a bit different as they rounded the crest of turn one. Dustin Bloomfield led the pack as they blistered onto the track with Woods in second, Clay in third, and Ryan stuck back in fourth. Bloomfield set the pace as the four streaked around for many laps just a few bike lengths apart. With two laps to go, Ryan started to make his move closing in on and passing Clay. All four riders were still very close when Bloomfield smelled victory and started to pull away with the lead. Ryan saw he was running out of time and quickly overtook Woods for second.

On the last lap, Ryan moved in for the kill on Bloomfield, passing him on a downhill straight. Ryan railed the last few corners and took the win. Bloomfield hung on to second and Clay managed to pass Woods for third which gave him enough points to win the 250cc Pro series title.

Ryan would repeat his 250cc performance in the 125cc Pro class as well, but Jason Jenkins amassed enough points to claim the series title.

Several other battles for series wins came down to the wire.

In the 250cc Intermediate ranks, Donovan Mitchell and Craig Humphrey had traded the points lead on a weekly basis since this series began. Humphrey won the overall today with a 2-1 effort, but Mitchell's second-place finish (1-2) was good enough to edge out Humphrey for the series win.

The 50cc division title chases were all decided by only a few points and came down to the last motos. In the 50cc Beginner class, J.J. Alcantar, Matthew George and Dustin Enoch clashed in both motos. Enoch went 1-1 for the day, but Alcantar and George finished second and third to secure first and second for the series. Cory Pennington edged out Ryan Montgomery for the series championship in the 50cc Novice. Kenny Heess held off a last-moto attack from Ryan Morais to win the series in the 80cc Intermediate class. CN

Results

50 BEG: 1. Dustin Enochs (LEM); 2. J.J. Alcantar (Yam); 3. Matthew George (Yam); 4. Steven McWatters (Yam); 5. Cody Woods (Yam).

50 NOV: 1. Corey Pennington (KTM); 2. Ryan Montgomery (KTM); 3. Jake Gilbert (Yam).

60 (0-8) BEG: 1. Nathan Brock (Kaw); 2. Jared Morrison (Kaw); 3. Ryan Montgomery (Kaw).

60 (0-8) NOV: 1. Daniel Sani (Kaw).

60 (9-11) BEG: 1. Brian Dominguiez (Kaw); 2. Eric Stoke (Kaw); 3. Scott McKinnon (Kaw).

60 (9-11) NOV: 1. Nick Davis (Kaw); 2. Charlie Morrison (Kaw); 3. Cory McDaniel (Kaw); 4. Brett Markarian (Kaw).

80 BEG: 1. Charlie Morrison (Kaw); 2. Nick Gibson (Suz); 3. Christopher Loredo (Kaw); 4. Nick Davis (Suz); 5. Skip Norman (Suz).

80 NOV: 1. Mike Northrop (Suz); 2. Randy Norman (Yam); 3. Jon Replogle (Suz); 4. K.C. Rigmaiden (Yam); 5. David Klingenbeng (Yam).

80 INT: 1. Ryan Morais (Yam); 2. Kenny Heess (Yam).

100 NOV: 1. Nick McBride (Kaw).

100 INT: 1. Jesse Dawson (Kaw).

WMN: 1. Tina Handelin (Yam); 2. Bonnie MacGregor (Hon).

125 BEG: 1. Mike Hunter (Suz); 2. Larry Stephens (Suz); 3. Lee McLauglin (Suz); 4. Kelly Quinn (Hon); 5. Joe Rodrigues (Hon).

125 NOV: 1. Cory Morais (Yam); 2. Danny Smith (Suz); 3. Darin Polsley (Hon); 4. Craig Truglio (Kaw); 5. Ryan Morais (Yam).

125 INT: 1. Jeff Northrop (Kaw); 2. Jerrad Fisner (Suz); 3. Dennis Stapleton (Yam); 4. Craig Humphrey (Suz); 5. Shane Verdin (Hon).

125 PRO: 1. Rick Ryan (Suz); 2. Nathan Woods (Hon).

250 BEG: 1. Marc Wemyss (Kaw); 2. Britz Toline (Suz); 3. Scott Magann (Hon); 4. Paul Stoffers (Yam); 5. Ryan Lofranco (Hon).

250 NOV: 1. Scott Burton (Yam); 2. Jim Copeland (Hon); 3. Steve Jenkins (Hon); 4. James Ptarcinski (Hon); 5. Erik Granzow (Kaw).

250 INT: 1. Craig Humphrey (Suz); 2. Donovan Mitchell (Yam); 3. Kevin Hunt (Yam); 4. Richard Stephens (Hon); 5. Shane Verdin (Hon).

250 PRO: 1. Rick Ryan (Suz); 2. Dustin Bloomfield (Yam); 3. Jim Clay (Yam); 4. Nathan Woods (Hon); 5. Kevin Cordua (Hon).

500 BEG: 1. Scott Magann (Hon); 2. Jamie Chandler (Hon); 3. Kevin Wilkinson (Kaw); 4. Don Howard (Hon).

500 NOV: 1. Willie Artau (Hon); 2. Todd Townsend (Hon).

500 INT: 1. Brad Hetherington (Hon).

500 PRO: 1. Rick Hollenbeck (Kaw); 2. Blayne Hollenbeck (Hon).

25+ BEG: 1. Tony Dias (Yam); 2. Bill Serpa (Yam); 3. Joe Tyler (Hon).

25+ NOV: 1. Dave Harrell (Suz); 2. Scott Burton (Yam); 3. Mike Wenstrand (Yam); 4. Bob Pimentel (Hon); 5. Dean May (Yam).

25+ INT: 1. Steve Piattoni (Suz); 2. Jim Dempsey (Hon); 3. Dave Lundin (Hon); 4. Rick Mattos (Suz); 5. Scott Hunter (Kaw).

30+ BEG: 1. Ed Kelly (Kaw); 2. Ron Stillwell (Suz); 3. Bob Warren (Hon); 4. Randy Green (Yam); 5. Keith McWatters (Kaw).

30+ NOV: 1. Mark Enarson (Yam); 2. Gary Plaatje (Yam); 3. Todd Townsend (Hon); 4. Dave West (Suz); 5. Dave Adair (Hon).

30+ INT: 1. Steve Piattoni (Suz); 2. Don Mendenhall (Yam); 3. Greg Pennington (Hon); 4. Scott Hunter (Kaw); 5. Randy Alvarado (Yam).

35+: 1. Ed Pegoda (Hon); 2. Randy Lynch (Yam); 3. Steve Hall (Kaw); 4. Ken Porter (Kaw); 5. Nick McKinnon (Yam).

40+ BEG: 1. Bobby Lynch (Yam); 2. Bob Kosovilka (Hon); 3. Tim Donalson (Kaw); 4. Nick Langston (Hon); 5. Leon Price (Yam).

40+ NOV: 1. Kenny Walker (Hon); 2. Dan Rose (Hon).

40+ INT: 1. Steve Law (Kaw); 2. Dean Brown (Hon); 3. John Handelin (Yam); 4. Richard Schilling (Hon); 5. Dave Teeples (Hon).

Series Winners

50 BEG: 1. J.J. Alcantar; 2. Matthew George; 3. Dustin Enochs.

50 NOV: 1. Cory Pennington; 2. Ryan Montgomery; 3. Paul Lawrence.

50 MOD: 1. Louie Ferraro.

60 (0-8) BEG: 1. Jared Morrison; 2. Adam Kowhiczyk; 3. (TIE) Travis Cecil/Zack Ham.

60 (9-11) BEG: 1. Brian Dominguez; 2. Eric Stroke; 3. Raymond Navarro.

60 (9-11) NOV: 1. Nick Davis; 2. Charlie Morrison; 3. Cory McDaniels.

80 BEG: 1. Charlie Morrison; 2. Nick Gibson; 3. Nick Davis.

80 NOV: 1. Joey Allen; 2. K. C. Rigmaiden; 3. Randy Norman.

80 INT: 1. Kenny Heess; 2. Ryan Morais; 3. (TIE) Clint Reif/Daniel Blair.

125 BEG: 1. Larry Stephen; 2. Lee McLaughlin; 3. Kelly Quinn.

125 NOV: 1. Cory Morais; 2. Harold Hageman; 3. Craig Truglio.

125 INT: 1. Craig Humphrey; 2. Dennis Stapleton; 3. Shane Verdin.

125 PRO: 1. Jason Jenkins; 2. Rick Ryan; 3. Tyler Hummel.

250 BEG: 1. Brian Toline; 2. Paul Stoffers; 3. Ryan Lofranco.

250 NOV: 1. James Ptarcinski; 2. Steven Jenkins; 3. Jim Copeland.

250 INT: 1. Donovan Mitchell; 2. Craig Humphrey; 3. David Duarte.

250 PRO: 1. Jim Clay; 2. Kevin Cordova; 3. Rick Ryan.

500 BEG: 1. Kevin Wilkinson; 2. Kevin Brownfield; 3. Don Howard.

500 NOV: 1. Willie Artall; 2. Todd Townsend; 3. Steve Mattock.

500 PRO: 1. Rick Sandstrom; 2. Rick Hollenbeck; 3. Blayne Hollenbeck.

25+ BEG: 1. Tony Dias; 2. Bill Serpa; 3. Joe Tyler.

25+ NOV: 1. Dean May; 2. Travis Sludder; 3. Sean Large.

25+ MSTR: 1. Dave Lundin; 2. Jim Dempsey; 3. Paul Armada.

30+ BEG: 1. Ed Kelly; 2. Bob Warren; 3. Dennis Stanly.

30+ NOV: 1. Gary Plaatze; 2. David Adair; 3. Todd Townsend.

30+ MSTR: 1. Don Mendenhall; 2. Greg Pennington; 3. Terry Huffer.

35+: 1. Randy Lynch; 2. Nick McKinnon; 3. Don Cariri.

40+ BEG: 1. Bobby Lynch; 2. Bob Kosovilko; 3. Nick Langston.

40+NOV: 1. Kenny Walker; 2. Dan Rose; 3. Gary Remmer.

40+ INT: 1. Steve Law; 2. Dean Brown; 3. Rich Schilling.

WMN: 1. Tina Handelin; 2. Bonnie MacGregor.

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Sun., Dec. 10	O'Neal USA Central CA C'ship	Hanford
Sun., Dec. 17	O'Neal USA Central CA C'ship	Little Okie Raceway

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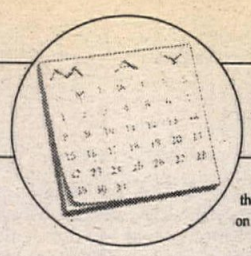

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/25 Mugello, Italy, Rnd 5
6/9 France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
9/29 Rio de Janeiro, Brazil, Rnd 14
10/6 Buenos Aires, Argentina, Rnd 15
10/29 Eastern Creek, Australia, Rnd 16

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
5/19 Le Mans, France, Rnd 4
6/15 Monza, Italy, Rnd 5
6/30 Brno, Czech Republic, Rnd 6
7/21 Laguna Seca, USA, Rnd 7
8/4 Brands Hatch, England, Rnd 8
8/18 Sentul, Indonesia, Rnd 9
8/25 Sugo, Japan, Rnd 10
9/8 Assen, Holland, Rnd 11
10/6 Albaceta, Spain, Rnd 12
TBA Rnd 13
11/3 Phillip Island, Australia, Rnd 14

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship Trials Series
4/13-14 Spain, Rnd 1
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Cup Indoor Trials Series
12/9 St. Gaudens, France
1/6 Sheffield, England
1/13 San Sebastian, Spain
1/19 Toulouse, France
1/27 Andorra la Vella, Andorra
2/2 Le Canet, France
2/10 Barcelona, Spain
2/17 Paris, France
2/24 Madrid, Spain
3/1 Angers, France
3/2 Oviedo, Spain
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

Trials des Nations
8/31-9/1 Sweden

AMA Supercross Series
1/13 Orlando, FL, Rnd 1
1/20 Minneapolis, MN, Rnd 2
1/27 Anaheim, CA, Rnd 3
2/3 Seattle, WA, Rnd 4
2/10 San Diego, CA, Rnd 5
2/24 Atlanta, GA, Rnd 6
3/9 Daytona Beach, FL, Rnd 7
3/16 Houston, TX, Rnd 8
3/23 Dallas, TX, Rnd 9
3/30 Indianapolis, IN, Rnd 10
4/6 Tampa, FL, Rnd 11
4/13 Pontiac, MI, Rnd 12
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Cleveland, OH, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
3/3 Gainesville, FL, Rnd 1
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA National Enduro Series
2/11 Wickenburg, AZ, Rnd 1
2/18 Coalinga, CA, Rnd 2
3/17 Forest Hill, LA, Rnd 3
3/31 Crosbyton, TX, Rnd 4
4/28 Wellston, OH, Rnd 5
6/23 West Greenwich, RI, Rnd 6
9/8 Canton, IL, Rnd 7
9/15 London, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National C'ship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3
6/8-9 Tillamook, OR, Rnd 4

AMA National C'ship Hare Scrambles Series
2/4 Hollister, CA, Rnd 1
3/24 Columbus, TX, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National C'ship Hare & Hound Series
1/28 Lucerne Valley, CA, Rnd 1
3/17 Murphy, ID, Rnd 2
4/13 Jericho, UT, Rnd 3
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

Grand National Cross Country Series
3/5 Ocala, FL, Rnd 1
3/24 Hickory, NC, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Crawfordsville, IN, Rnd 11
10/27 TBA, Rnd 12

AMA/NATC Nat'l Championship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnd 2 & 3
7/6-7 Jasper, TN, Rnd 4 & 5
8/24-25 Donner, CA, Rnd 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

AMA Mid South Winter Hare Scramble C'ship Series
12/17 Mannington, KY
1/14 Lawrenceburg, TN
2/4 Columbia, TN
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

Championship Cup Pro-Am Series
Florida Region
12/9-10 Palm Beach Gardens, FL
*Race of Champions

SERA Hare Scrambles Series
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

SETRA Championship Hare Scrambles Series
12/10 Madison, GA
1/7 Greensboro, GA
1/21 Pine Mountain, GA
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
1/14 Charleston, SC
1/28 Wedgefield, SC
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

FTA Trials C'ship Series
12/17 Crooms, FL
1/14 Crooms, FL
2/4 Hernando, FL
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Golden Crown of Baja Off Road Desert Series
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

CMRRA 50cc-125cc C'ship Road Race Series
12/9-10 Perris, CA
Info 909/674-5357

AMA Nat'l Arenacross Series
1/5-7 Ft. Worth, TX
1/12-14 Oklahoma City, OK
1/19-21 Niagara Falls, NY
1/26-28 Topeka, KS
2/2-4 Winston-Salem, NC
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

WSMC Road Race Series
12/17 Rosamond, CA
1/21 Rosamond, CA
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

Motorcycle Asphalt Racing Series
3/5 Barberville, FL
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
8/18 Asheboro, NC
9/29 Asheville, NC
10/27 Kenly, NC
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
3/30-31 Hurricane Mills, TN
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mt. Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
12/10 Newhall, CA
1/13-14 Ridgecrest, CA
1/27-28 Palm Springs, CA
2/17-18 Las Vegas, NV
*National Trail Ride Series event
Info 818/249-2141

CMA/O'Neal USA Central Calif. C'ship Motocross Series
12/10 Hanford, CA
12/17 Madera, CA
Info 209/673-8080

DECEMBER

S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• DENOTES PRO PAYBACK

Dec 8-9
MARYLAND SHORT TRACK - Baltimore County Trail Riders/Cockeysville Optimist, Timonium Cow Palace, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

Dec 9-10

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

Sat, Dec 9

• CALIFORNIA MOTOCROSS - Rojo Productions, Anaheim Supercross Ticket Series - Rnd 4, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CALIFORNIA MOTOCROSS - Over the Hill Gang, no membership required, Rainbow II, San Jacinto. Info: 310/864-6875.

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 6, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Pro Sports USA, Christmas Race Program, Orlando MX Park, Orlando. Info: 407/359-9260.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 10

• CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edward. Info: 805/272-8889.

CALIFORNIA MARATHON GRAND PRIX - Sandhill Ranch/San Jose Yamaha, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas G.P., no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Hanford. Info: 209/673-8080.

CALIFORNIA HARE SCRAMBLES - D-37/Dirt Diggers South M.C., Spangler ORV area, Red Mountain. Info: 909/883-5259.

• CALIFORNIA MOTOCROSS - SSC/Thousand Oaks Yamaha/Shane Trittler Promotions, Winter warmup Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - Moto-Craft Motocross, Hollister Hills MX, Hollister. Info: 408/842-5790.

• CALIFORNIA MOTOCROSS - AMP, Oatfield Raceway, Turlock. Info: 209/541-0860 or 209/667-7109.

• CALIFORNIA MOTOCROSS - Argyll Park Promotions, Special MX, no cards required, Dixon. Info: 916/678-3592.

CALIFORNIA MOTOCROSS - Moto-craft Motocross, Hollister Hills G.P. track, Hollister. Info: 408/637-2073 or 408/842-5790.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 8, Wausau MX Park, Wausau. Info: 904/638-1012.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Nelson. Info: 702/452-8157.

NEW YORK MOTOCROSS - Island Motocross of New York Inc./c/o Joe Merrill, Suffolk Meadows Race track, Yaphank. Info: 516/924-2399.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

• OHIO INDOOR SHORT TRACK - Old Time Newsies, Big Brothers/Big Sisters Charity, K K Motorcycle Supply, Wright State University Nutter Center, Dayton. Info: 513/222-7818.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut Creek Winter Series, Welch. Info: 918/233-7003.

TEXAS MOTOCROSS - Greenville Motocross Park, Greenville. Info: 903/450-0017.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Wed, Dec 13

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 15-17

• OHIO ARENACROSS - CRA/Faircross Promotions, Summit County Fairgrounds, Akron. Info: 216/948-1478.

Dec 16-17

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 3 & 4, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

Sat, Dec 16

CALIFORNIA MOTOCROSS - Racing Enterprises, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - Rojo Productions, Anaheim Supercorss Ticket Series - Rnd 5, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 7, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• LOUISIANA FLAT TRACK & TT - Swampland Raceway, outlaw racing, Grand Prairie. Info: 318/363-3734.

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Cockeysville Optimist, Timonium Cow Palace, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

NORTH CAROLINA MOTOCROSS - 226 Motorcross, Marion. Info: 704/652-3758.

Sun, Dec 17

• CALIFORNIA GRAND PRIX - CRC, Trophy Series/Merry Christmas GP, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - CMA/O'Neal USA, Central Calif. Championship Series, Little Okie Raceway, Madera. Info: 209/673-8080.

• CALIFORNIA MOTOCROSS - AMP/Motowest Racing, Winter Series warmup, Hollister Hills MX track, Hollister. Info: 415/587-8678 or 408/238-8208.

CALIFORNIA GRAND PRIX - Sandhill Ranch/Dick Mann, Dick Mann's Vintage G.P. motocross, Sandhill Ranch, Brentwood. Info: 510/634-3328.

• FLORIDA MOTOCROSS - Pro Sports USA, Super Challenge '95 MX, Orlando MX Park, Orlando. Info: 407/359-9260.

• GEORGIA MOTOCROSS - Dixie M/C Club, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Mannington. Info: 615/859-0873.

• NEW YORK MUD & SNOW SCRAMBLES - Square Deal Riders M.C., Beldon. Info: 607/693-3159.

• OKLAHOMA MOTOCROSS - Walnut Creek Winter Series, Welch. Info: 918/233-7003.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Interstate Hare Scrambles Series, Millers Mountain, Bluff City. Info: 423/323-5497.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Wed, Dec 20

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sat, Dec 23

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Wed, Dec 27

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 29-30

• NORTH CAROLINA MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, WNC Ag Center, Asheville. Info: 423/323-5497.

Sat, Dec 30

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• GEORGIA MO[...] CANCELLED - Calhoun MX, Calh[...] 404/943-4935.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 31

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc./FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 5/The Dunaway Dash, Plaster City west BLM open area, El Centro. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.

Mon, Jan 1

CALIFORNIA POKER RUN/OFF ROAD - Lee's Honda Kawasaki, Shasta Dam, Gene Chappie OHV Park, Redding. Info: 916/221-6788.

CALIFORNIA MARATHON - Sandhill Ranch/San Jose Yamaha, Hangover Marathon, Sandhill Ranch, Brentwood. Info: 510/634-3328.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Jan 4-8

SOUTH AMERICA ENDURO RALLY - International Enduro Rally of the Caribbean, Cabo de la Vela, Columbia. Info: 305/557-1311.

Jan 5-7

CANADA SHOW - Bar Hodgson Productions/Brampton Motorcycle Assoc., Canadian International Motorcycle Super Show, Toronto International Centre, Toronto, Ontario. Info: 905/427-4201.

• MISSISSIPPI ARENACROSS - Motorsports of America/NMMA Motorsports, Lee County Agri-Center - Verona, Tupelo. Info: 800/544-8714.

• TEXAS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Will Rogers Coliseum, Ft. Worth. Info: 817/626-7297.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Part I, Tri State Fairgrounds, Amarillo. Info: 800/544-8714.

• VIRGINIA ARENACROSS - Motorsports of America, Salem Civic Center, Salem. Info: 800/544-8714.

Jan 6-7

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 5 & 6, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

WEST VIRGINIA MOTOCROSS - AMA/Action Sports Promotions Inc., Civic Arena, Huntington. Info: 614/594-6686.

Sat, Jan 6

• CANADA ARENACROSS - CMA/

REM presents
The 3rd Annual
CHRISTMAS GRAND PRIX
Sunday, December 10, 1995
Carlsbad Raceway, CA
(619) 484-1441
(619) 484-7056 FAX

CRC
DON'T MISS IT!
Sunday, December 17, 1995
Membership Not Required
Los Angeles County Raceway, Palmdale, CA
ALL CLASS WINNERS RECEIVE FREE CHRISTMAS TREES
HEMME HAY & Feed
Merry Christmas

8:00 AM	Parade Lap
8:15 AM	PeeWee Practice
8:30 AM	All 80cc
9:15 AM	PeeWee Moto 1
9:30 AM	Old Timers
10:30 AM	PeeWee Moto 2
10:45 AM	CRC Vets (+30) Sr's (+40)
11:45 AM	60cc
12:15 PM	Parade Lap
12:30 PM	125-250-500 Beg
1:30 PM	125-250-500 Nov/Int/Pro
2:30 PM	Vintage/Jr. Vets (+25) Decade
3:30 PM	Team Race

*PeeWee's will run 2 Moto's on a separate track

EACH CLASS RACE 45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

MAIL ENTRY	$25.00
Non-Member	$30.00*
POST ENTRY	$30.00
Non-Member	$35.00*

No post entry penalty for 2nd class entered
* Membership Not Required to Race - Points & Prizes to Members Only
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
1996 CRC Membership Available
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550
For info call (805) 272-8889
1 CRC CALIFORNIA RACING CLUB

STARWEST SUPERCROSS PARK
Moreno Valley, CA
NOW! OPEN RIDING & PRACTICE
TUESDAY 4:30PM-9:30PM
THURSDAY 4:30PM-9:30PM
Located 3 Miles East Of I-215 On Ramona Expwy
At The Lake Perris Fairgrounds
For More Info
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- Into Merchandising & Displays
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GLEN HELEN
GLEN HELEN RACING, INC.
EVENT CALENDAR
CALL FOR INFO
(909) 880-3090 - EXT 6#
Thursday, December 14th
MX Practice 8:00am till Dusk
Saturday, December 16th
MX Practice 8:00am till 1:00pm
Sunday, December 17th
MX Practice on 8:00am till 3:00pm
Thursday, December 21st
MX Practice 8:00m till Dusk
MX Event of the Year
May 12, 1996
The SHOEI 125/250 AMA MX National
Amateur Day - Sat., May 11, 1996

AMP
Saturday, December 16 Hollister Hills
Open MX Practice
Sunday, December 17 Hollister Hills
A.M.P. Motocross
(415) 587-8678 (209) 541-0860
Motowest Racing Ent.

We're Looking for a Few Good Men and Women to Fill this Hat.

Become a California Motorcycle Training Instructor. It's a rewarding part-time job for qualified individuals.

Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

To qualify as instructors, candidates must successfully pass a three-weekend instructor preparation course.

If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.

Subjects Covered: Dirt & Pavement
- ▲ Suspension Theory & Tuning
- ▲ Springs, Fluids & Valving Theory
- ▲ Hydraulics & Damping Curves
- ▲ Shop Training

(You'll receive a suspension manual and certificate of completion)

Limited seating available!

West Coast Basic Seminar (3-Day Seminar) Jan. 20,21,22 **$595.00**
Shilo Inn Hilltop, Pomona, CA ($100.00 off early enrollment closes Dec. 15)

East Coast Basic Seminar (3-Day Seminar) Feb. 13,14,15 **$595.00** Just prior to Cincinnati dealer show.
Omni Netherlands Plaza, Cincinnati, OH ($100.00 off early enrollment closes Jan. 15)

PAUL THEDE'S **RACE TECH**
CALL NOW 909-594-7755 Fax 909-594-6682
3227 Producer Way, #127, Pomona, CA 91768

12 Tooth Front Sprockets	$29.95
62 Tooth Rear Sprockets (Steel)	48.50
Four-Bolt Lower Triple Clamp	135.75
Jikov Petcock Inner Seal (5-pack)	5.70
Gas Cap (Side Pipe, Complete,Unpolished)	35.95
Front Brake Actuating Arm (on backing plate)	1.85
Front Brake Shoes, 1990 Model 513/514	14.95
Seat Cover Clips (20 - pack)	5.60
Decal Sets for CZ Gas Tanks	
Yellow Tank 1971-72 (three piece)	24.95
Red or Blue Coffin Tank (three piece)	13.90
Fibreglass Twin Port Tank (left & right)	9.95

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GFI RACING
GFI INFO (909) 684-6996

AXO RACING presents the:
6th Annual
GFI $10,000 SUPERCROSS INVITATIONAL & GFI Winter Series Warm-up
Saturday - December 30th - Perris Raceway
All Classes Available - All Riders Welcome

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ALUMINUM DIAMOND PLATE, COLOR ANODIZED ALUMINUM
RED • BLUE • GREEN • PURPLE • GOLD
$12.95 WA Residence Add 8.2% Tax S/H Included
call or send check or M/O to U.S. Motoplate
P.O. Box 1525, Kent, WA 98035
Phone: (206) 859-4576
FRAMES

TULARE CYCLE PARK
Tulare, CA
Event Calendar
Saturday, December 16
Open MX Practice
SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

CRC California Race Schedule
100% PRO PAYBACK

Sun., Dec., 10	CRC MX - Trophy Series	Edwards AFB
Sun., Dec. 17	CRC GP - Trophy Series "Merry Christmas G.P."	LACR
Sun., Dec. 24	NO Race	LACR
Sun., Dec. 31	NO Race	LACR

Saturday Practice
9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

Want Ad information - (310) 427-7433

GFI RACING *(909) 684-6996*
A Rider For the Riders

Wed., Dec. 6	GFI Wednesday Practice Day (Noon - Dark)	Perris
Sat., Dec. 9	GFI Saturday Practice Day (8-1pm)	Perris
Wed., Dec. 13	GFI Wednesday Practice Day (Noon - Dark)	Perris
Sat., Dec. 16	GFI Saturday Practice Day (8-1pm)	Perris
Wed., Dec. 20	GFI Wednesday Practice Day (Noon - Dark)	Perris

GNC Int'l. MX Finals
March 15-16-17, 1996
(Nat'l. Semi-Final qualifier March 14th)
Lake Whitney, Texas
Call: 817-694-2901
GNC MOTOCROSS

Boyesen
Now accepting resumés for Race Support.
1555 Krumsville Rd., Lenhartsville, PA 19534

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 8, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of NY Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 7

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Florence. Info: 602/582-2294.

ILLINOIS SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

TEXAS EXPO, SHOW & SWAP MEET - Convention Center, Arlington. Info: 214/216-5520.

VIRGINIA HARE SCRAMBLES - Victory Sports Racing, Interstate Hare Scrambles Series, Wythe Raceway, Rural Retreat. Info: 423/323-5497.

Jan 12-13

• IOWA INDOOR SHORT TRACK - Motorsports of America, Five Seasons Center, Cedar Rapids. Info: 800/544-8714.

Jan 12-14

• NORTH CAROLINA INDOOR SHORT TRACK - Motorsports of America, Cumberland County Civic Center, Fayetteville. Info: 800/544-8714.

• OKLAHOMA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Lazy E Arena, Oklahoma City. Info: 817/626-7297.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Part II, Multi Events Center, Wichita Falls. Info: 800/544-8714.

Jan 13-14

CALIFORNIA DUAL SPORT RIDE - AMA/D-37 Dual Sport/California Trail Rides, 7th Annual Hi Desert 250, Ridgecrest. Info: 714/992-9291.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sat, Jan 13

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 9, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of N.Y. Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 14

CALIFORNIA HARE & HOUND - Jackrabbits M.C., Best of the West, Red Mountain. Info: 310/493-6990.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA GRAND PRIX - CRC, Happy New Year G.P., L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, LaGrange. Info: 209/673-8080.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

• TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Fri, Jan 19

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

Jan 19-20

• SOUTH DAKOTA INDOOR SHORT TRACK - Motorsports of America, Sioux Falls Arena, Sioux Falls. Info: 800/544-8714.

Jan 19-21

GEORGIA SHOW - The Great Southern Motorcycle Show, North Atlanta Trade Center, Norcorss. Info: 770/279-9899.

• NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Series, Niagara Falls Convention Center, Niagara Falls. Info: 817/626-7297.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Oil Palace, Tyler. Info: 800/544-8714.

Jan 20-21

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 7 & 8, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

MICHIGAN ICE RACE - AMA/Polka Dots M/C Inc., Albright Shores. Info: 517/662-2599.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, Walters State College Pavilion, Morristown. Info: 423/323-5497.

Sat, Jan 20

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 10, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of N.Y. Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 21

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Stanfield. Info: 602/582-2294.

• CALIFORNIA MOTOCROSS - CRC, GFI Winter Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

IOWA SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza, Iowa State Fairgrounds, Des Moines. Info: 319/462-6011.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

OHIO SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza, Toledo Sports Arena, Toledo. Info: 319/462-6011.

Jan 26-27

• TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, Calsonic Arena, Shelbyville. Info: 423/323-5497.

Jan 26-28

• KANSAS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Kansas Expo Center, Topeka. Info: 817/626-7297.

Jan 27-28

CALIFORNIA DUAL SPORT RIDE - AMA/D-37 Dual Sport/Team Dual Dogs, 2nd Annual Palm Springs Desert Canyon Tour, North Palm Springs. Info: 818/701-1913.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

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$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

Harley P&A Manager
5 years experience required along with a proven background of stability and success in H-D dealerships. Must be able to increase sales and work closely with other highly paid professionals in high tech. progressive Huntsville, AL. Call Tommy at (205) 837-7433. AL. (347-50)

Mechanic Needed
Experienced full or part time. Marina Suzuki. Info: (310) 306-8595. CA. (247-49)

Race Tech
We are expanding and looking for salesmen also, suspension technician. Call and ask for Mike at (909) 594-7755. CA. (247-50)

Product Research Assistant
Yoshimura R&D of America is now excepting resumes for the position of Product Research Assistant. Prospective candidate should exemplify the following experience or schooling. A.S. degree or equivalent, concept to production skills, AutoCad/CNC, and motorcycle enthusiasm is a must. Fax resume to (909) 591-2198. Attention: Robert. No phone calls please. Yoshimura R&D, 4555 Carter Court, Chino, CA 91710. CA. (247-50)

Salesman & Service Tech.
We just moved into our new 25,000 sq.ft. facility and need another top notch mechanic and sales person. Guarranteed income, insurance, 5 day work week. M/C - W/C experience preferred. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, NV 89130. (702) 656-1955 - Dale. NV. (247-50)

Parts/Retail Sales
At so. Nevada's only Harley Davidson dealer positions now open for experienced parts tech. and retail clothing sales. Salary depends on experience. Fax resume to: (702) 431-8499. NV. (347-50)

Mechanics Wanted
Experienced in entry level. Work on all Japanese makes and KTMs. Excellent pay and benefits. Year round work in Austin, Texas. (512) 453-6255 fax resumes to: TJ's Cycle Sales and Service (512) 453-7099. TX. (248-50)

EXPERIENCED MECHANIC $25 per hour. Cole Brothers. (818) 980-3715. CA. (248-TFN)

Technicians/Sales
BMW, Triumph, Kawasaki growing dealership in upstate NY is currently seeking qualified. Enthusiastic technicians and sales staff. Verifiable experience and work history a must. Excellent opportunity. Please call or Fax resume to Ron Voiu (518) 377-8600, fax (518) 377-9040. Berkshire Motor Works, Schenectady, NY. NY. (348-01)

Wally Cycle World
Has opening for mech./sales persons. Vacations, health plan available. Apply in person or call (909) 885-6662 for interview. 473 W. Baseline St., San Bernardino, CA 92410. CA. (248-01)

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Honda-Yamaha-Sea-Doo, 5 years minimum experience. Solid position. Call (319) 524-2604 Midwest Performance, Keokuk, Iowa. IA. (148-49)

Mechanic-Lead Person
Breckenridge, Colorado. Great place to live year round! Experience/tools required. Snowmobile experience required. Call Cleve Edwards (refer to lead person when calling). (800) 891-7639. CO. (248-49)

Parts Counter
Orlando's number one dealership! Honda/Kawasaki/Sea-Doo/Yamaha looking for experienced parts sales person. Seminole Powersports, Longwood, Florida. Fax resumes to (407) 330-0346, Attn: Greg. (407) 629-1014. FL. (249-50)

Market Research Analyst
Honda R&D North America, Inc., located in Torrance, is currently seeking a Market Research Analyst who is uniquely qualified to work in our Motorcycle Division. The ideal candidate will possess both a background in market research and knowledge of motorcycles. In this position, you will be responsible for various projects. This includes coordinating customer/dealer research, as well as interfacing with vendors. You will also participate in product planning which will involve analysis of primary and secondary data, sales information and the competitive market. We require a Bachelor's degree, preferably with a background in questionnaire design, data analysis and project support. In addition, as a motorcyclist, you should have an understanding of Honda and competitor products. Strong communication skills and PC proficiency using Windows also required. The ability to travel is also necessary. Our company offers a competitive compensation and benefits package in a dynamic work environment with career growth potential. For consideration, please send your resume to: Honda R&D North America, Inc., Human Resources Dept., 1900 Harpers Way, Torrance, CA 90501. Equal Opportunity Employer. CA. (249)

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Golf with the stars in Las Vegas!

The world's best motorcycle racers are headed for Las Vegas December 15-16 and you can join them for a round of golf co-hosted by Jeremy McGrath. The tournament highlights a gala weekend featuring the FIM World Championship Prize Giving and the AMA Pro Racing Awards Ceremony.

Tee up with the stars and feel good about it...all golf proceeds benefit the Clayton Foundation for injured riders.

For information, call Mark Fishburn at 800-285-5321.

NEW VIDEO RELEASES

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Retail price on each release **$24.95**, includes shipping.

1995 AMA NATIONAL MOTOCROSS SERIES
Round #4 - Budd's Creek, Maryland

(#154F) At the fourth round of the 1995 AMA 250cc National Championship MX Series, Team Honda/1-800-COLLECT's Jeremy McGrath continued to race better, faster, and stronger. The 23-year-old Californian, once known as an indoors-only guy for his supernatural supercross abilities, began to stake his claim for outdoor domination as well. McGrath won his second 250cc National, this time getting the job done at Maryland's Budds Creek Raceway. The win kept McGrath out front in his bid to add the AMA 250cc National Championship crown to the five stadium titles he already owned.

Team Kawasaki's Mike LaRocco kept McGrath honest by winning the first moto. Honda teammate Doug Henry was in the middle of the first-moto fray for the lead until he launched off one of the track's famous downhill ski-jumps at full throttle, flying nearly twice as far as the rest of riders, only to collapse in a violent landing, ending his season. McGrath found that his recent athletic conditioning paid off with a second-moto win in 90-degree temperatures over Suzuki's Greg Albertyn and Yamaha's Jeff Emig to seal his overall win.

Join the Budd's Creek fans with two motos of AMA National MX excitement in this 47-minute show from Motovideo!

1995 AMA NATIONAL MOTOCROSS SERIES
Round #5 - Southwick, Massachusetts

(#155F) Jeff Emig knew just how close he came to not winning the AMA 250cc National at the brutally rough MX 338 race track at Southwick. Had it not been for a bit of bad luck in the second moto, he could have settled for a top-five finish, instead of his first-ever 250cc National win.

After a strong and impressive wire-to-wire victory in the first moto, Emig looked to be headed to a Southwick sweep after taking an early lead in the second moto. Then...Emig's Yamaha teammate and homestate hero John Dowd went by, along with Honda's Jeremy McGrath, Kawasaki's Mike LaRocco, and Suzuki's Greg Albertyn mixing it up for his position. When misfortune (mechanical and crashes) took out a couple of his competitors, Emig was in the right place at the end to emerge as the day's overall winner.

Southwick is always one of the very best races of the season, and 1995's race was no exception, inspiring many of the factory stars to outstanding performances, including Jeremy McGrath, who emerged from the weekend with the series points lead intact.

You'll see all the sandy Southwick competition in this 47-minute show from Motovideo!

To Order Videos, Use The Video Order Blank Elsewhere In This Issue of Cycle News

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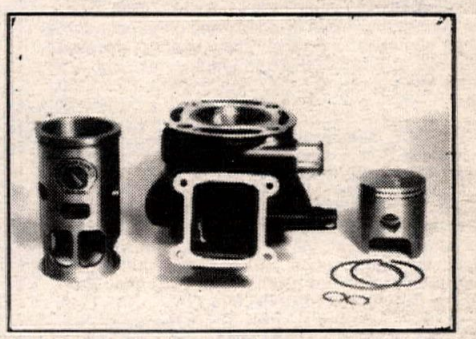

For more information contact:

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Honda Sea-Doo Technician
Central California Honda/Sea-Doo/Yamaha dealer needs factory trained technician. Good benefits and income potential. Coastal living with a great riding and working environment. Send resume to: San Luis Honda, 1239 Monterey St., San Luis Obispo, CA 93401. CA. (249-50)

Parts/Mechanic - Mass.
Busy year round motorcycle, watercraft, snowmobile dealership seeks experienced mechanic and parts persons. Contact Randy/Gary (508) 462-7900. MA. (349-50)

Salesperson Wanted
Everett Honda Sea-Doo, Everett, WA has an immediate opening for an experienced sales person. Excellent benefits top pay. Contact Thad (206) 347-4545. WA. (249-02)

Now Hiring - All Depts.
Permanent, full-time positions available now in all departments. Women and men with desire to learn are encouraged to apply. Great opportunity awaits you here in beautiful Simi Valley! Fax resume to (805) 526-4574 or call Jim or Roberta. Simi Valley Honda, Sea-Doo, ATK. (805) 526-4122. CA. (249-02)

H-D Technicians Wanted
For dealership in Nor. Cal. Must have prior dealership experience, factory trained and Phd qualified, dependalble and have own tools. Benefits. Fax resume and references to: (916) 893-1965. CA. (249)

Harley Technicians Wanted
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Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

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Honda Dealership Opportunity
Central New England Honda motorcycle dealer retireing after 30 years in the business. Well established clientele, clean inventory and great opportunity for someone to build on many years of success. Offered at $125,000 plus inventory at cost. Cal Andy at Peabody & Smith Realty, (603) 823-5700. NH. (348-49)

FOR SALE motorcycle parts, accessories, and service store. St. Louis metro region. Good location, six years in business. Fax (314) 447-5721. MO. (149-01)

THINK SPRING IN Colorado! Motorcycles, snowmobiles, watercraft, ATVs. Dealerships buy a great business and lifestyle. Sales $3,000,000+, price $600,000, excellent profits. Call Suzanne, Front Range Business, (303) 499-6008. CA. (149)

COLLECTORS

MAICO AND CZ parts inventories wanted. Top prices paid. Northwest Maico and CZ. (503) 389-6112. OR. (340-49/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley, Mon-Sat (702) 267-2103. NV. (343-50/C)

1974 YAMAHA YZ250A good condition $1,200. Pensacola, FL. (904) 994-8250. FL. (346-49/C)

'74 BMW R90S Daytona. Orange, Lester wheels, hard backs. Good condition. $2,950. (310) 546-7466. CA. (342-22/C)

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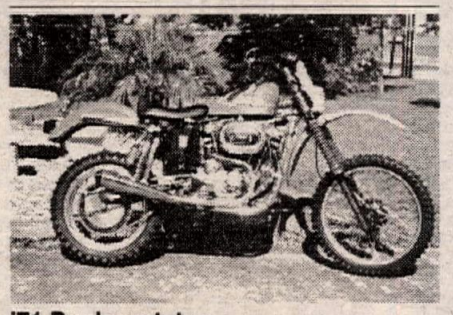

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Play with the big thumpers on this Harley! Ready for Daytona's Alligator dual sport rally. Featured in June 1993 Bike Journal and several hard back books. Call for details. $7,000. Ask for Donnie. (941) 665-6157. FL. (349-02/C/P)

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TRADE 1961 BSA A-10 Golden Flash 650cc vgc for late model trials bike. (516) 283-0898. NY. (149/C)

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Excellent condition. Runs great. For collector or competition. $850/obo. (916) 454-5717. CA. (349/C)

1970 OSSA 250 $300. Allen (503) 296-6596. OR. (349-02)

Vintage 1971 Montesa Cota
Completely original Montesa Cota runs great, in real good shape. Ready to restore or ride. Model number 21M0805 $650/obo. Also 1967 Bultaco Matador runs good but needs some work. Model number M4020030 $450/obo. (310) 516-8551. CA. (349-50/C)

1970 Husqvarna 400 4-Speed
Low hours, excellent condition. $1,400. (714) 489-5940. CA. (349/C)

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Excellent condition, original parts include fender, ground up restoration. $1,500/obo. Leave message. (714) 496-2229. CA. (348-50/C)

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N.O.S. PARTS (tons) for 1970 to 1980 Kawasaki, Yamaha, Bridgestone, Hodaka. Allen (503) 296-6596. OR. (349-02/C)

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New parts and accessories, TC exhaust, carb. kit, 1996 Lance Gamma's available. Rick Lance (909) 849-3635. CA. (346-50)

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'91 HUSABERG dual sport 350FE, street licensed, new tires, sprocket, chain. $2,900. (510) 228-1291. CA. (346-49)

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Parting out everything. Will ship UPS. Prices are very reasonable. (813) 977-8471. FL. (346-01)

DGY Racing Box Van 1989 Ford
Large Grumman over the cab box, with 460 motor, AC, power windows, sleeper, work bench, water tank, generator, air-compressor, parts washer, storage boxes. Ex-Team DGY van used by Doug Henry. $13,000/obo. Call Jim Swan at DGY Racing. (708) 971-2602, ex. 24. IL. (347-49)

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FACT Marchesini wheels are used by 15 factory roadrace teams including Harley-Davidson.

FACT Marchesini does not sponsor anyone.

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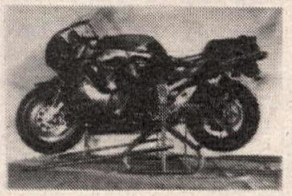

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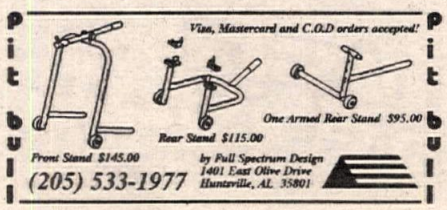

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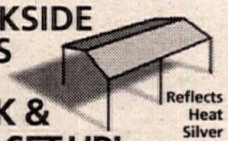

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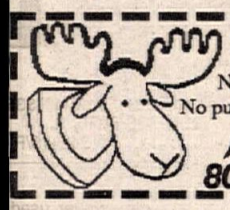

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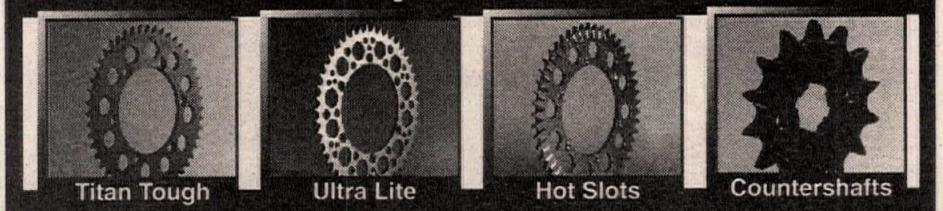

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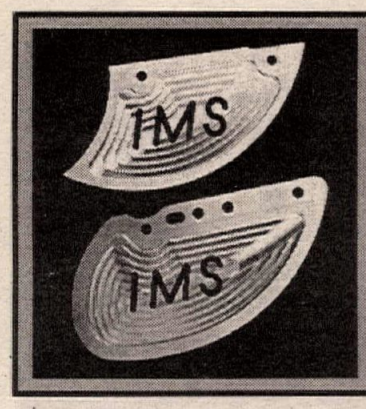

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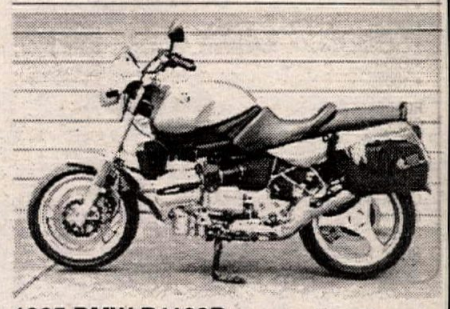

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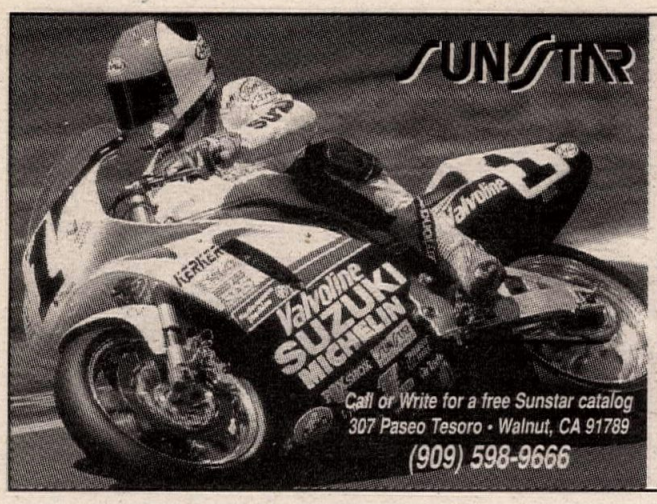

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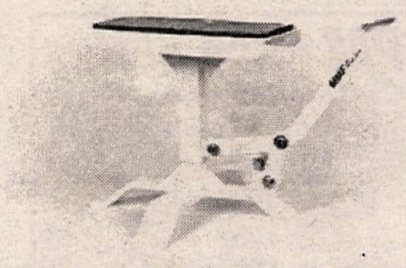

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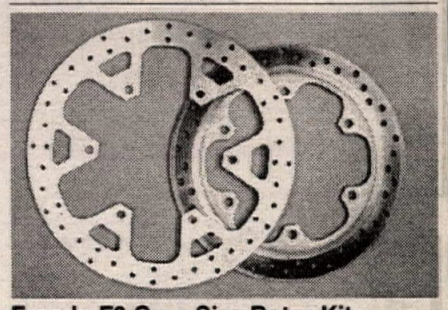

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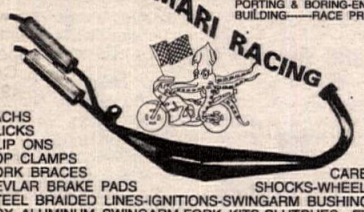

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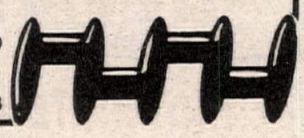

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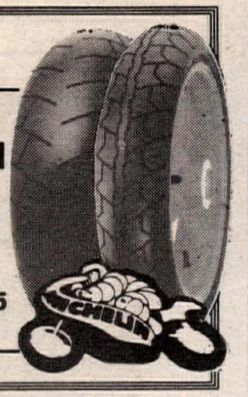

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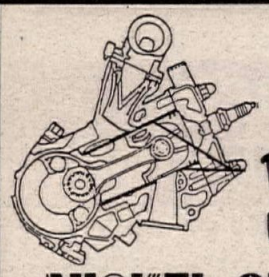

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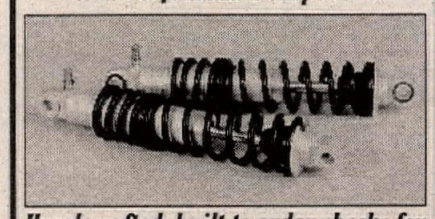

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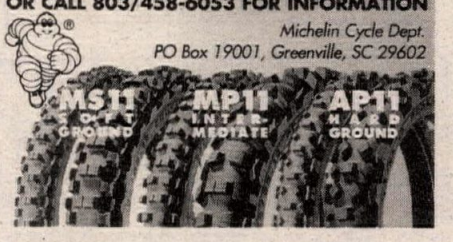

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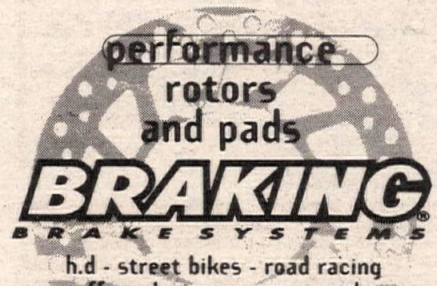

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ADVERTISERS INDEX

5 Points Motorcycles 37
A&A Racing Service 39
A&J Cycle Salvage 40
Acerbis Plastica USA 38
Action Sport Cycles 41
Action Sports Promotions 45
Action Yamaha Of Edison 49
Aerostitch Riderwear 41
AFAM USA, Inc. 43
AGV-MDS Helmets N.A., Inc. 47
Air Tech 37
Aircone Inc 43
ALLREDY Canopies 37
Allsport Salvage 47
AMA/Prostar M/C Drag Racing 46
American Honda 42
American Jawa Limited 41
American MC Institute 46
American Suzuki Motor Corp. 43
Andrews Yamaha-Kawasaki 42
Appreciation Ad 29
Applied Racing 43
Arai Helmets 48
Artistic License 32
ATK America, Inc 45
Avon Tire 45
Backroads Adventures B.C., Inc 37
Baja Designs 43
Baja Off Road Tours 40
Baja Off-Road Adventures 38
Banzai Parts 37
Barnett Tool & Eng. 41
Bartels' Harley-Davidson 41
Beach Yamaha 43
Bel-Ray Lubricants 42
Bell Helmets 49
Berg Racing USA 39
Bert's The Motorcycle Mall 35
Bertus Jawa CZ 34
Bieffe USA, Inc. 43
Bill Cody Racing 49
Bill's Pipes 39
Blendzall 48
Bley USA Inc 41
BMW MC's of Santa Cruz 43
BMW Of North America 47
Boyesen Engineering 33,34,39,43
Braking USA 49
Buell Motorcycle Co. Inc. 42
C&J Racing Frames 37
C.R.E. Imports Inc. 39
Cagiva N.A. 23
California Racing Club 33,34
Can-Am 49
Carb Parts Warehouse 38
Carbon Tech 45
CBR Bearing Co. 41
Chafong Racing 45
Champion Racing Frames 39
Championship Cup Series 42
Chaparral Cycle Supply 40
Charleston Custom Cycle 40
Clarke Mfg. Co 42
Clean Racing 39
CMA 32
Cometic Gasket 45
Composites Unlimited 49
Conquistador 39
Cope Racing 47
Copper Gaskets Unlimited 41
Corbin Triumph 37
Cosmopolitan Motors 41
Cruise America, Inc. 40
Cycle Concepts Inc. 45
Cycle Express 43
Cycle News Calendar Order Form 52
Cycle News Daytona Sweepstakes 19
Cycle News Dealer Sales 32
Cycle Radiators of Arizona 39
Cycle Recyclers 48
Cycle Specialties Athens 48
D&D Motorcycle Service 49
D&D Performance Exhaust 45
D.I.D. 41
Daytona International Speedway 41
Dennis Kirk 46
Devol Engineering 37
DG Performance 37
Donnie Hansen MX Academy 42
Downers Grove Yamaha 49
Ducati 46
Duke Video 29
Dunlop Tire 42
Dynatek 39
Earl Small's H-D 49
East Coast Cycle Inc. 47
East Coast Warehouse 49
Elite Performance Products 39
Engine Dynamics Co. 41
Engines Only 39
Enzo Racing 39
Eric's Motorcycle Co. 45
Euro-Tech Engineering 49
Event Technology 39
F&L Company 38
Factory Connection 47
Falicon Performance Engineering 45
Fast By Ferracci 37
Fast Company 47
Fineline Motosports 40
Finish Line Products 46
FMF Racing 37
Fontana Radiator Service 49
Fremont Cycle Salvage & Access. 48
GFI Racing 34
Gary Baileys+ MX School 45
Gatorz 37
Glen Helen Racing 33
GNC Motocross 34
Gustafsson Plastics 42
Halls Harley-Davidson 46
Hammerhead Graphics 40
Hansen Motorcycles, Inc. 45
Hap Jones International 47
Hayward Honda 42
Heid's Hodaka 46
Hi-Point Trailers 37
Hind's Kaw/Yam 49
Hogan Cycles 49
Holeshot Performance 42
Holliday Canopies 39
Honda of Milpitas 45
Howell's Harley-Davidson & Buell 47
HRP Products 43
Husaberg America 49
Husqvarna 46
I-40 Motocross 49
I.C.O. 48
Indigo Sports 47
Inter-State Oil Co. 41
International Motorsport 40
Italian Connection 47
JN Innovations 40
Ken Maely Enterprises 40
Kenny's Sports R&D 38
Kev-co/Stubbs Racing Products 38
KG Enterprises 49
Klamm Research 42
Klotz Special Formula Products 47
KTM Of Mojave 40
KTM Sport Motorcycle USA 42
Kustom Kraft 49
LA Sleeve Co. 35
Lamson Porting 39
Langcourt Limited, Inc. 47
Lap Tech Race Computer 40
Legacy Motorsports, Inc. 42
LEM Cycles of Texas 39
LEM Motorcycles 37
Letko Competition Cycles 39
Lightweight Products 45
Lindemann Engineering 43
M & M Honda 33
M.C.C. 48
M/C Concepts 43
Magnum Distribution 45
Mansson Titanium 47
Marion Motorsports 39
Maxima Racing Lubricants 48
McGraw Insurance Service 43
McKinney Radiator Service 47
Megacycle Engineering 45
Metzeler Motorcycle Tire 41
Michelin Tire 48
Mid Cities Honda Kawasaki 45
Mike's Cycle Parts 48
Moose Racing 42
Moroney's H-D 48
Moto America, Inc. 42
Moto Adventura 47
Moto Cycle 41
Moto Liberty Cycle 46
Moto Line 47
Motoman 47
Motoplat/PVL Ingitions 37
Motorace 39
Motorcycle Accessories Unlimited 42
Motowest Ent./ AMP Racing 33
Motul USA, Inc. 43
MSD Ignition 45
MSI Trailers 47
MX-Posed Video 45
Myler's Radiators 39
Neanderthal Cycle Salvage 45
New Video Release 27,35
Nickel Silicon Carbide 48
Nitrous Oxide Systems, Inc. 45
NMA 35
Noleen Racing, Inc. 46
North County Yamaha 49
Northwest Maico & CZ 40
Northwest Sleeve, Inc 42
Oakland Sports Center 35
Off Road Specialties 49
On Track Promotions-M.A.R.S. 46
Orange County Suzuki 38
Over The Hill Gang 32
Pacific Plastic Repair 49
PBI Sprockets 38
Penske Racing Shocks 43
Performance Engineering 39
Performance Machine 43
Pettersson Pro Suspension 49
Pierce Racing 43
Pit Bull Stands 37
Pit Pro 40
PJ1:PJH Brands 48
Platypus Worldwide 46
Pomona Valley Kawasaki 38
Powroll Inc. 41
Precision Winding 43
Pro Action Technology 41
Pro Art Works 41
Pro Circuit 27
Pro Circuit Racing 42
Pro Plates 39
Pro-Action Suspension-SW 48
Pro-Vue 49
R&R Cycle 37
Race Tech 34,39
Racing Engine Components 39
Rancho M/C Dismantling 41
Regina USA, Inc. 37
REM 33
Ridersville Cycle 37
Road Atlanta 47
Rocket Rex Racing 46
Roger And Cindy Heath 41
Ron Wood Racing 41
Route 66 Classic MC's 49
SBS 46
Seals Communications 5
Shoei Helmets 49
Shoup Enterprise 39
Slater Bros. 37
Sloan/SHY Racing 45,46
So-Cal Riding Tours 42
Sole Performance 41
Spectro Oils of America 48
Sportland 46
Sprocket Specialists 39
Staintune 49
Star Racing 37
Starwest Supercross Park 33
StickerPoint USA, Inc. 45
Storz Performance, Inc. 40
Sudco International 45
Sunstar Engineering 42
Superbike Mike Engineering 41
Supertrapp Industries US 45
Suspension Specialties 40
Syed Leathers 46
Team Calamari YSR 45
Tech Products 39
Tech-Care Suspension Service 49
Terrycable Products 40,41
The Clayton Foundation 35
The Roanoke Company 34
Thousand Oaks Yamaha 32
Tony D MX School 46
Tony Doukas Racing 46
Too Tech Suspension 46
Torco Racing Oils 40
Town & Country Cycles 39
Tri-R Distributing Inc. 47
Trick Racing Fuel 42
Triumph Motorcycles of America 37
Tulare Cycle Park 34
Two Brothers Racing 43
UFO 38
U.S. Maico/Wulfsports 48
Ultimate Center Stands 37
Uni Filter, Inc. 48
US Motoplate Frames 34
USA Sports 45
Vanson Leathers 40
Velvetouch Brakes 43
Video Theater 10,11
WERA 47
Wall-Schaffer Cycle Supply 46
Web-Cam 38
Western Honda 49
Western Mfg. Corp. 40
Wheel Works 38
White Bros. Cycle Specialties 39
Wide Open Racing 48
Wiseco 42
Works Connection 43
Works Enduro Rider/WER 45
Works Perfromance Products 48
WorldSports 46
Yamaha Motor Corp. 38
Yeager Cycle Sales 47
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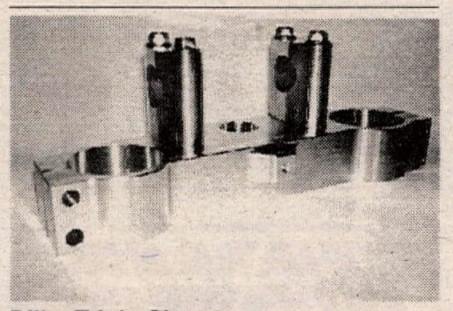

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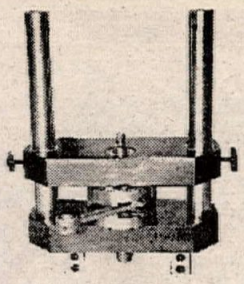

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GUEST EDITORIAL

By Eric Johnson

A common misconception that arises among motocross racing enthusiasts is that the major Japanese manufacturers (otherwise known as the omnipotent "factory teams") race professional motocross and supercross strictly to promote and sell their production-line motocross bikes to John Q. Public. While this assumption is true to a certain extent, the rationale involved in a Japanese conglomerate (namely Honda, Suzuki, Kawasaki and Yamaha) pouring million of dollars into a race effort is much more intricate and comprehensive.

During the winter of 1994, an intense power struggle was taking place between the AMA, the supercross promoters and the National motocross promoters over the future direction of the sport. The supercross promoters wanted more control in the way of television rights, additional dates and sanctioning responsibilities, while the outdoor promoters wanted to guard the territory (and dates) they had spent years in nurturing and developing. The AMA, caught in the middle, did not want to lose total control of either series and went to the bargaining table in an effort to resolve the dispute. During the negotiation process, the supercross promoters made it clear that they wanted additional dates on the already overloaded AMA National and supercross schedule. The AMA, outdoor promoters and factories adamantly said "no way!" The erratic schedule was already a logistical nightmare to manage and the maxed-out factory-team budgets could not cover the added expense of a longer race season. It was determined that in order for supercross dates to be added to the schedule, outdoor dates had to come off. It was that simple. From this point on, a heated battle raged on as to what discipline was more important to the overall well-being of the sport - natural-terrain National motocross, or stadium-based supercross?

The key point of argument from the AMA and National promoters' side of the table was that the factories supported major professional motocross efforts in order to promote their production motorcycles to the general public. From AMA rhetoric, it was stated that amateur racers in America compete on natural-terrain motocross tracks and attended professional outdoor motocross events as spectators in order to watch their heroes compete on the same type of circuits that they did back home. In doing so, they would be impressed by a particular rider or team's performance and eventually end up at their local dealer to purchase that manufacturer's bike and parts. To hammer home their argument, the AMA and National promoters claimed that a very, very small percentage of supercross spectators were actual motocross racers and thus, motocross-bike purchasers. It made no sense for the factories to place additional importance and effort on supercross. While their argument made perfect sense, it was not completely justified.

Throughout the world, it is claimed that the Japanese factories are fascinated by American supercross. Why? More than any other reason, it is due to the large spectator turnouts that supercross generates. The AMA supercross series draws an average crowd of nearly 40,000 spectators per event, with the majority falling within the prime 18- to 34-year-old male demographic. These are very attractive numbers to large corporations such as Honda, Kawasaki, Suzuki and Yamaha. By factoring in the significant local marketing, promotional and public-relations opportunities associated with the supercross events, the Japanese factories (or corporations) are in a position to display their brand name and image to a large, enthused, interested audience. Through this exercise, it is hoped that the spectator will be impressed with the company's on-track performance and image and be "won over" into considering not only their motorcycles, but their other consumer products as well. When worldwide supercross sensation Jeremy McGrath wins a supercross, he is not only promoting Honda's line of off-road motorcycles, he is also putting the company's automobiles, generators, lawn mowers, scooters and overall brand image into a positive light.

This concept may sound a bit far-fetched, but it is true. Think about it. While the majority of supercross spectators may not be hard-core motocross enthusiasts, they are in fact motivated enough to get up off of the couch and come out to the ol' ball yard to watch the race action. These types of ticket buying fans are referred to within the industry as "near-enthusiasts." Although they might not be in the market for a new competition-oriented motocross bike, there is a distinct possibility that they could be considering purchasing a new car, a street bike, or a minicycle for their kid. These "near enthusiasts"purchase products - hopefully Honda's products. And this brings me to my point. While a manufacturer may not be able to justify a multimillion dollar motocross team solely through the sale of a few thousand RMs, CRs, YZs or KXs, they surely substantiate and validate their race programs through such intangibles as corporate identity, brand imagery, promotion, publicity, development, motivation and pride.

First and foremost, the main objective for a corporation to meet through racing is to elevate its overall brand image to the buying public. A company, be it Suzuki in motocross, Ford in NASCAR, Honda in Indy Car, or Mercedes-Benz in Formula 1, competes in professional racing to solidify and accentuate the overall image of its brand, not necessarily to sell units, or "move metal." When a factory decides to go racing, it is done through comprehensive strategic planning. Although it is the ultimate goal to sell more motorcycles or cars, a company does not necessarily justify a racing program through the number of "units" it moves off of the showroom floor. By pooling its best research and development and fabrication resources, a corporation makes a major statement when it creates a piece of in-house machinery and go racing with it. In doing so, it puts its best foot forward. By racing and winning, a manufacturer can validate and promote to the buying public that its "competition proven" technology is integrated into each of its consumer products, be it a motocross bike or a lawn mower. Racing can also be used to motivate a company and its workers to go beyond the call of duty and do the best job possible. When a corporation's racing effort is successful, the residual sense of teamwork and pride can trickle down from the chief executive officer to the young guy working in the mail room. To a corporation, this positive energy can make a big difference between people who just show up for work and put their time in, to those who come in and give it their all.

There are also very significant strategic reasons for a corporation to get involved in racing. One of the most prevalent is the "technology transfer," or, "we race, you win" strategy. When corporations determine to execute this strategy, they are out to prove to the general public that by racing, they are incorporating all of their learning and technology into machinery that is being tested, tortured, developed, improved and ultimately, proven in the heat of battle. Through this information gathering process, the proven technology is then transferred over to the individual production models. Eventually, through on-track success and the subsequent "race win" advertising in print and electronic media, this message is passed on to the consumer. Through this strategy, the potential consumer is informed that the company is constantly developing and improving its products through racing and incorporating this technology into their production of showroom vehicles. In other words, "win on Sunday, sell on Monday." In American professional motocross, this type of strategy is practiced by the Japanese motocross manufacturers (adopted when the production rule was put into place by the AMA). To cite another example of this type of strategy (to a lesser degree), one has to look no farther than Ford, Chevrolet and Pontiac and their participation in the American-based NASCAR series. By racing production-oriented, "silhouette" automobiles (the Thunderbird, Monte Carlo and Grand Prix, respectively) on high-banked, high-speed ovals, and bullring-like short tracks, these three manufacturers are attempting to lead the consumer to believe that their automobiles are the best and most advanced. By winning races, they are proving to the public that their on-track technology is superior to the competing manufactures on that given day. In essence, the "technology transfer" strategy proclaims to the buying public that by developing a vehicle through competition, the whole becomes great than the sum of its part.

Another proven motorsports scheme is the "we race to win" strategy. When a manufacturer chooses to utilize this strategy, they opt to throw caution to the wind in order to win in racing at all costs. Budgets are not an issue. A company collates its best assets and resources in order to create an optimum race effort. The best engineers, technology, research and development are brought together with one objective in mind: to win races! This type of strategy can be witnessed in the upper echelon teams of Formula 1 automobile racing and to a certain extent, GP motorcycle road racing. While a company such as Honda may spend millions of dollars to develop and race Mick Doohan's 500cc, two-stroke GP road race bike, they cannot make a direct connection to their production motorcycle lineup. Honda competes and spends at this level in order to elevate the overall performance image of the brand.

While there are numerous other reasons for a manufacturer to develop a significant race effort and ultimately do battle in the crucible of on-track competition, behind every one of them is carefully planned network is strategically planned to incorporate and optimize the functions of advertising, marketing, promotions, public relations, research and development, dealership relations, human resources and overall corporate affairs. All departments cooperate and work in unison to maximize the effect a successful race program can have on the overall well-being and success of a company. If a high-profile race program does well, it can work wonders on every single segment of a corporation. To that end, racing is part of the cost of doing business.

LOOKING BACK...

25 YEARS AGO... DECEMBER 22, 1970

Little **Jeff Ward** topped the Mini Enduro class at the Minibike Nationals held at Saddleback Park in Southern California. Second place went to **Ivan Oden**, who competed on a mini borrowed from **Ivan Oden Jr.**, the winner in 4-6 hp (9-11) competition... **Evel Knievel** finally got lucky with a 13-car jump in Wilmington, California. **J.N. Roberts** proved himself king of the desert once again, winning two 500cc races on two courses at the Prospectors M.C./Bushmasters M.C. Dual European Scrambles.

15 YEARS AGO... DECEMBER 17, 1980

First at the finish line in the San Gabriel Valley Motorcycle Club's Beatty to Las Vegas Hare 'n' Hound was **Bob Balentine** on his trusty KTM. **Dave Hornbeck** was stuck in second gear for a large part of the race, but took top Amateur honors, smoke curling out through the cracks in his clutch case... **Mike Hale** won in the 500cc Expert division in the Porterville Half Mile event in Porterville, California. Hale was second in the 250cc Expert division, behind fellow Yamaha rider **Robert Land**. The 100cc Expert-class win went to Suzuki-mounted **Chris Carr**... **Steve Wise** and **Rick Blackwell** were both hot on the ice in Houston, Texas. Blackwell won five of five "heat" races, but was frozen out of the victory in the main by Wise, who was riding in his first indoor ice motocross.

5 YEARS AGO... DECEMBER 12, 1990

Pictured on the cover were just some of the 2780 racers who entered the 19th annual AMA Florida Winter National Olympics at Gatorback Cycle Park. **Jeff Dement** and **Ricky Carmichael** both topped TT, Supercross, Motocross *and* GP competition. Dement rode in the 85cc (14-15) Expert class while Carmichael campaigned in the seven- to 11-year-old division... **Rick Johnson** flew to victory at the final round of the Masters of Motocross Series in Maastricht, the Netherlands, then flew back to the United States to get married. Consistent **Jeff Stanton** took the series title without having won a single event in the five-round series. **Jean-Michel Bayle** finished second on the weekend and in the series... **Danny Hamel** dusted the competition at the Battle-to-Victory '90 in the California desert, finishing almost 10 minutes ahead of hs nearest rival, **Dan Richardson**. CN

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